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# Sidewalks in St. Louis Park:

## Understanding Resident Perceptions and Behaviors, Effects on Property Values, and Accessibility


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HUMPHREY SCHOOL OF PUBLIC AFFAIRS
UNIVERSITY OF MINNESOTA

# *Sidewalks in St. Louis Park*

**Capstone Paper**

In Partial Fulfillment of the Master of Urban and Regional Planning Degree Requirements
The Hubert H. Humphrey School of Public Affairs
The University of Minnesota

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# Executive Summary

St. Louis Park is a first-ring suburb in the Minneapolis-St. Paul metropolitan area, with varying land use patterns based on proximity to Minneapolis. The city has developed a number of plans to improve its pedestrian network, including the Connect the Park plan that identifies a six-year funding stream for implementing new sidewalks to increase connectivity, improve safety and accessibility, and enhance livability.

While many residents support the City's efforts to implement sidewalks, some have concerns related to how sidewalks could affect property values, increase crime, remove trees/green space, and create a maintenance burden for residents. In addition, City staff have also heard from residents that sidewalks will not be used because everyone drives or that streets are quiet enough for pedestrians to walk on the road.

To evaluate the concerns raised by residents and measure the future impacts of St. Louis Park's planned sidewalk and trail implementation, students from the Master of Urban and Regional Planning program at the Humphrey School of Public Affairs - University of Minnesota partnered with the City of St. Louis Park on a capstone project. The project was designed to answer three research questions, which were informed by the needs and interests of St. Louis Park staff:

**Research Question 1**

**What are residents' travel behaviors and perceptions of sidewalks in St. Louis Park?**

**Research Question 2**

**How do sidewalks affect property values of single-family homes in St. Louis Park?**

**Research Question 3**

**How will the continued implementation of sidewalks and trails affect access to destinations for older adults, youth, and people of color within St. Louis Park?**

To answer these questions, the project used a mixed-methods approach that combined a web-based survey, a statistical analysis of property values, and a GIS-based analysis of accessibility.

The survey was primarily distributed via the City's official social media outlets, news platforms, and listservs. To increase the survey response rate among specific subsets of the population, 337 flyers were distributed to single-family homes and 17 apartment buildings were emailed a link to the survey. More than 600 completed survey responses were gathered over a period of 30 days in March 2019. The property value analysis included data from nearly 3,200 home sales from 2012-2018 and 16 property and neighborhood characteristics that typically affect property values. The accessibility analysis used demographic and infrastructure data to evaluate changes in accessibility to 19 destination categories if all planned sidewalks and trails were implemented.

The results of the analyses revealed the following key findings:

1. Most residents like sidewalks.
2. Most residents feel safer with sidewalks.
3. Most residents are unhappy with winter maintenance of sidewalks.
4. Sidewalks have no significant effects on property values.
5. Most residents would prefer to walk to more destinations and will have better access to destinations with continued sidewalk and trail implementation.

Based on these findings, we proposed five recommendations to the City of St. Louis Park (see sidebar). These recommendations in general provide support for the City's ongoing efforts to implement the Connect the Park plan and inform new initiatives in improving the pedestrian network.

## Recommendations

1. Continue reaching out to populations beyond those that responded to the survey.
2. Increase proactive engagement around sidewalk maintenance.
3. Collect updated data on sidewalk condition, curb ramps, and other elements of walking infrastructure.
4. Revisit the results of the accessibility analysis once updated Census data becomes available.
5. Account for other barriers to walking as sidewalks are implemented.

## Background

The City of St. Louis Park has developed a number of plans such as the Trails and Sidewalks Master Plan (1999), Active Living: Sidewalks and Trails (2007), and Connect the Park (2013) to improve its pedestrian network. The Connect the Park plan identifies a six-year funding stream (2018-2023) for new sidewalk implementation to provide connectivity, improve safety and accessibility, and enhance livability[1].

Figure 1 shows the City of St. Louis Park's existing and planned pedestrian network. The green lines indicate streets with sidewalks and trails and the orange lines indicate streets with planned sidewalks and trails. Streets shown in gray do not have existing or planned sidewalks or trails.

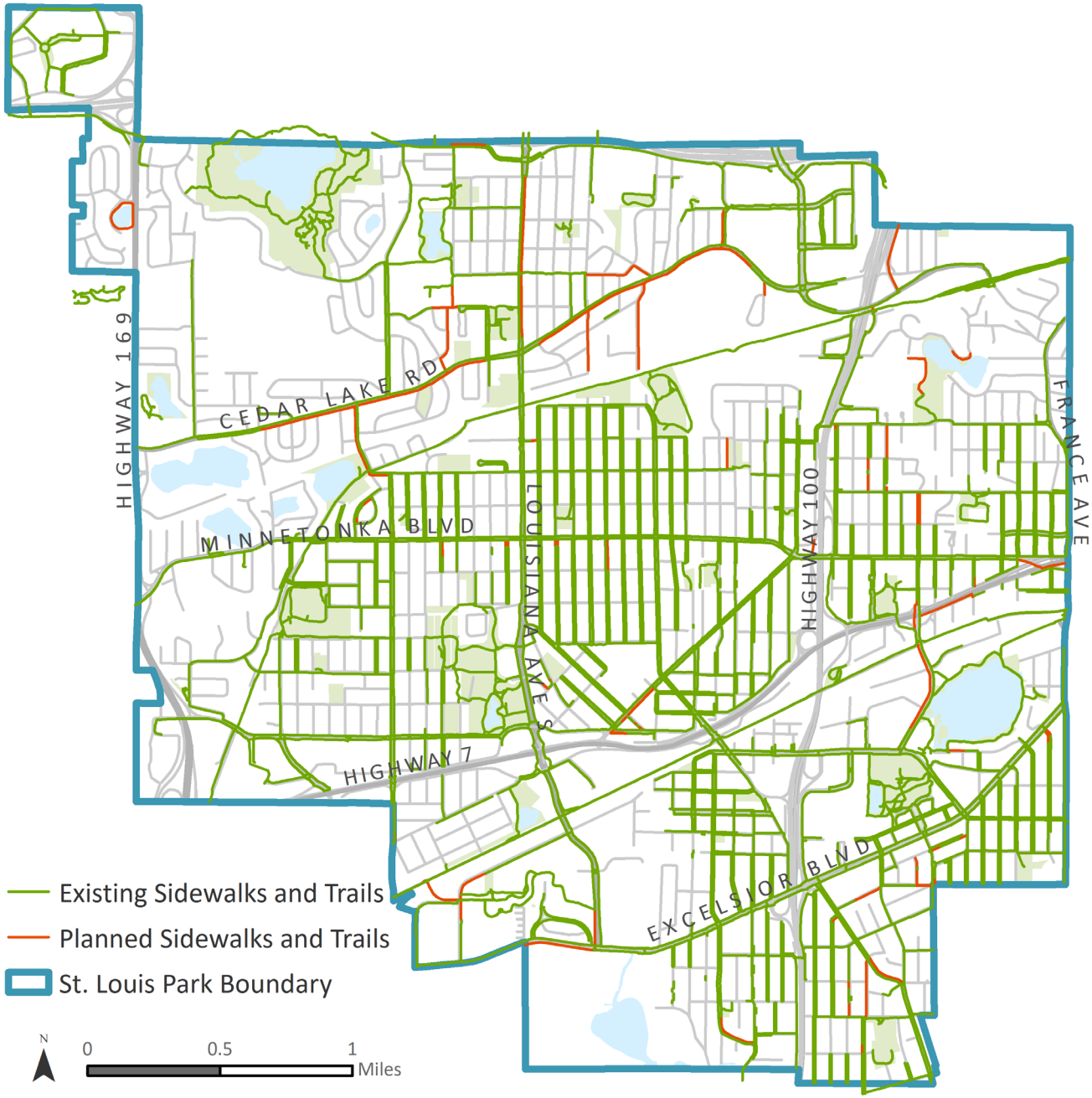


Figure 1. Existing and Planned Pedestrian Network in St. Louis Park

[1] City of St. Louis Park. (2019). Connect the Park.

While many people support the City's efforts to implement sidewalks, staff have identified a number of resident concerns associated with sidewalk implementation. Common concerns include effects on property values, increases in crime, the removal of trees/loss of green space, and the resident burden of maintaining sidewalks. In addition, staff have also heard from residents that sidewalks will not be used because everyone drives or that streets are quiet enough for pedestrians to walk on the road.

As graduate students at the University of Minnesota's Humphrey School of Public Affairs, we were interested in evaluating the concerns raised by residents and measuring the future effects of St. Louis Park's planned sidewalk and trail implementation. We partnered with the City to answer the following research questions (see Figure 2), which were informed by the needs and interests of St. Louis Park staff.

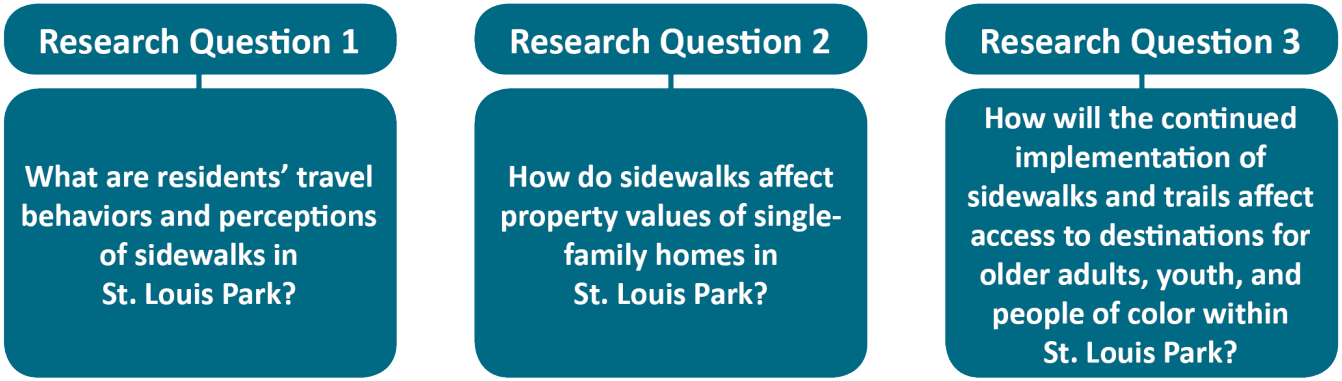

Figure 2. Research Questions

To answer these questions, we developed a mixed methods approach that combined a web-based survey, a property value analysis, and a GIS-based accessibility analysis which address concerns raised by residents and illustrate how access to destinations will change with continued implementation of sidewalks and trails.

This report includes a summary of the methodology and results for a survey of St. Louis Park residents regarding their travel behaviors and perceptions of sidewalks and analyses of the associations between sidewalks and property values and access to destinations. In addition, we provide recommendations for using the findings from this study to support future implementation of the Connect the Park plan.

# Research Approach & Methodology

Figure 3 summarizes the scope, substance, and limitations of the survey, the property value analysis, and accessibility analysis. While the methodologies and limitations are summarized here, Appendices A, B, and C contain full details for each.

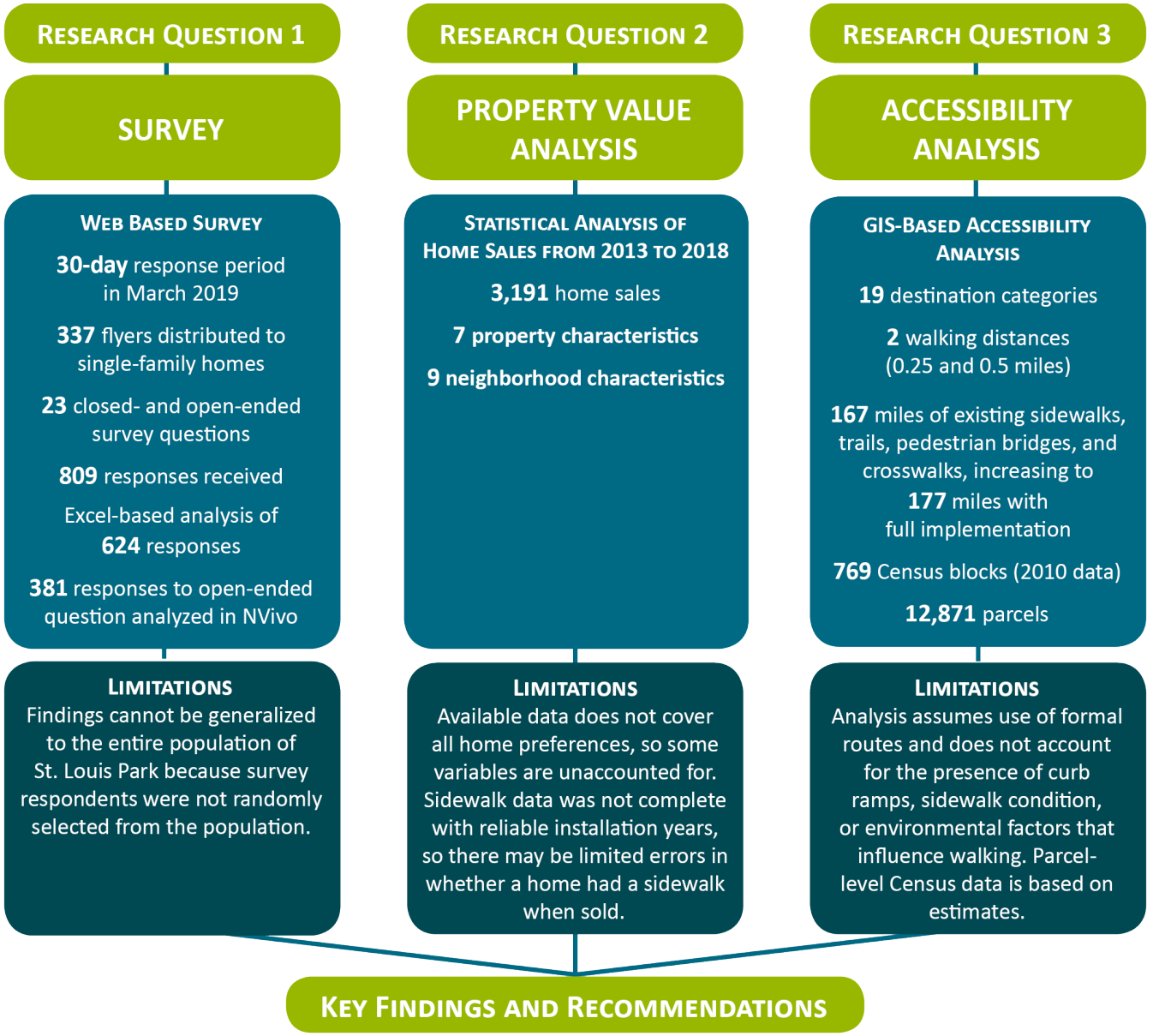


Figure 3. Summary of Research Approach & Methodology

The survey analyses, which were based on more than 600 completed responses, reflect the range of opinions St. Louis Park residents have about the use and effects of sidewalks. However, the results are not necessarily representative of the views of all St. Louis Park residents because the sample was not randomly selected.

The property value analysis, which was based on almost 3,200 home sales in St. Louis Park, revealed the effect the presence of a sidewalk has on a property's value. However, the analysis did not account for all home preferences and a limited number of errors may have occurred due to incomplete sidewalk data.

The accessibility analysis, which was based on more than 12,800 residential parcels and 19 destination categories, identified changes in accessibility to destinations if all planned sidewalks and trails were implemented. However, accessibility may not be truly represented because the analysis did not account for informal routes, physical barriers, or sidewalk condition, and used parcel-level population estimates.

## Results

Together, the survey, property value analysis, and accessibility analysis provide detailed information about how St. Louis Park residents think and feel about sidewalks and how sidewalks affect property values and access to destinations. The following section highlights key takeaways from our results. Additional results and findings are presented in Appendices A, B, and C.

# Survey

Our survey revealed how residents think and feel about sidewalks and how they use sidewalks to get to the places they want to go. We identified respondent characteristics and key takeaways for both closed- and open-ended questions.

Compared to the demographics of St. Louis Park as a whole, survey respondents:

- Were older;
- Were majority female;
- Were less racially and ethnically diverse;
- Had higher levels of educational attainment;
- Had higher household incomes; and
- Had more vehicles per household.

In addition, survey responses represented each of the 16 identified areas within St. Louis Park (see Figure 4) as well as people that do and do not live on sidewalks (see Figure 5).

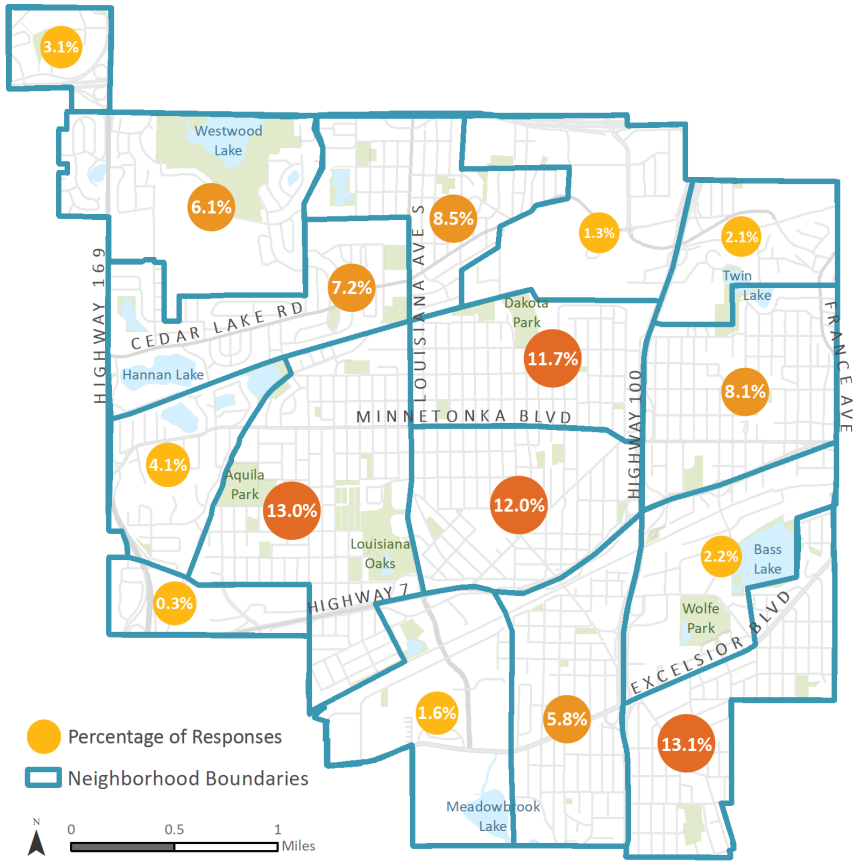


Figure 4. Distribution of Responses

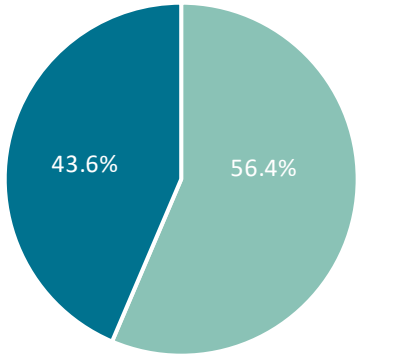


Figure 5. Respondents that Live and Do Not Live on a Street with a Sidewalk

**Most respondents use sidewalks for recreational purposes.**

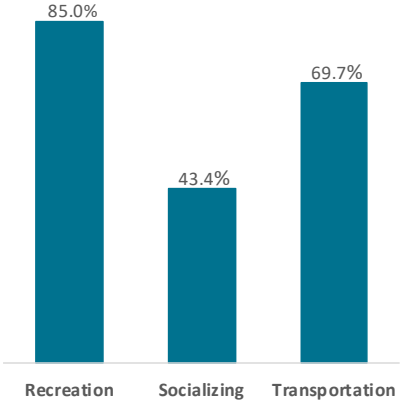


Figure 6. Uses of Sidewalks

## Most respondents prefer to live on a street with a sidewalk, but did not choose their current residence based on that preference.

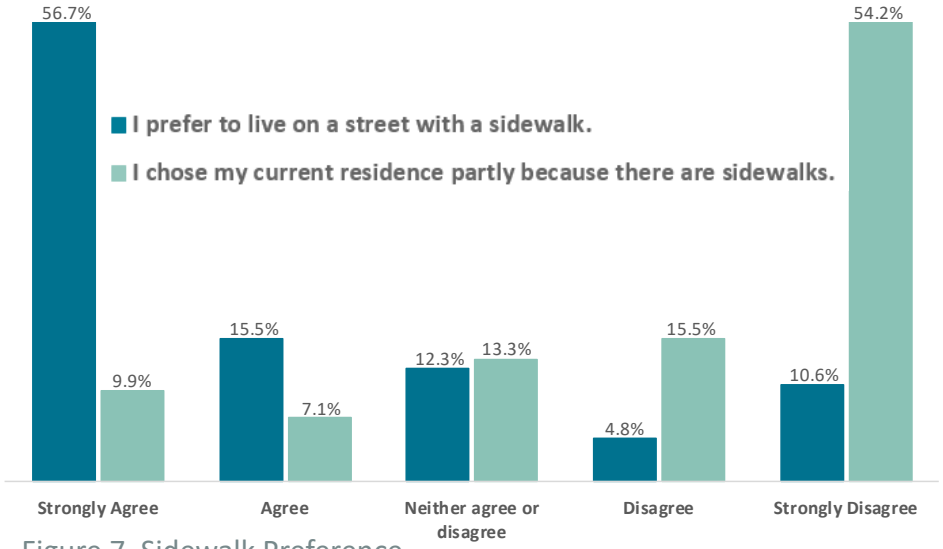


Figure 7. Sidewalk Preference

## Many respondents believe that they would be more active if sidewalks are present.

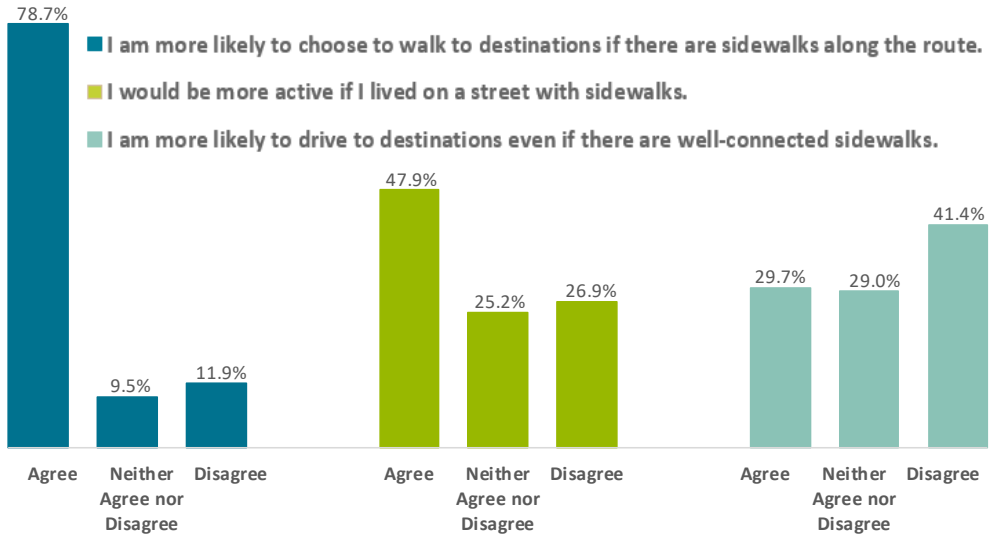


Figure 8. Sidewalks and Physical Activity

## Most respondents feel safer from traffic while walking on sidewalks than on roads.

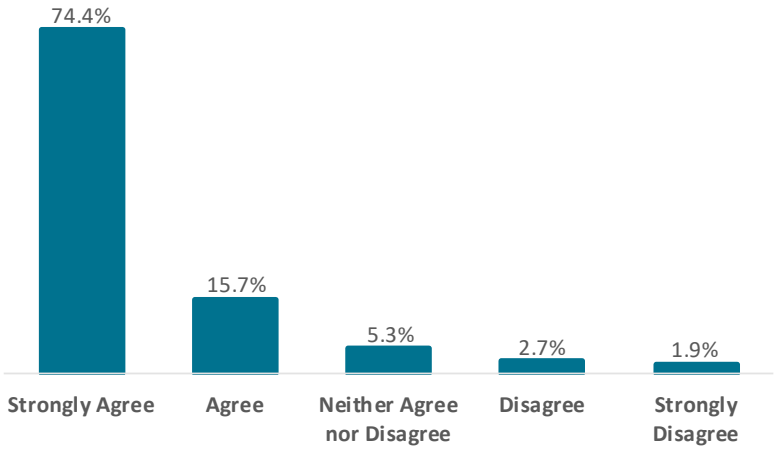


Figure 9. Sidewalks and Safety from Traffic

## Most respondents believe that sidewalks allow them to interact positively with their neighbors and do not believe that sidewalks increase neighborhood crime.

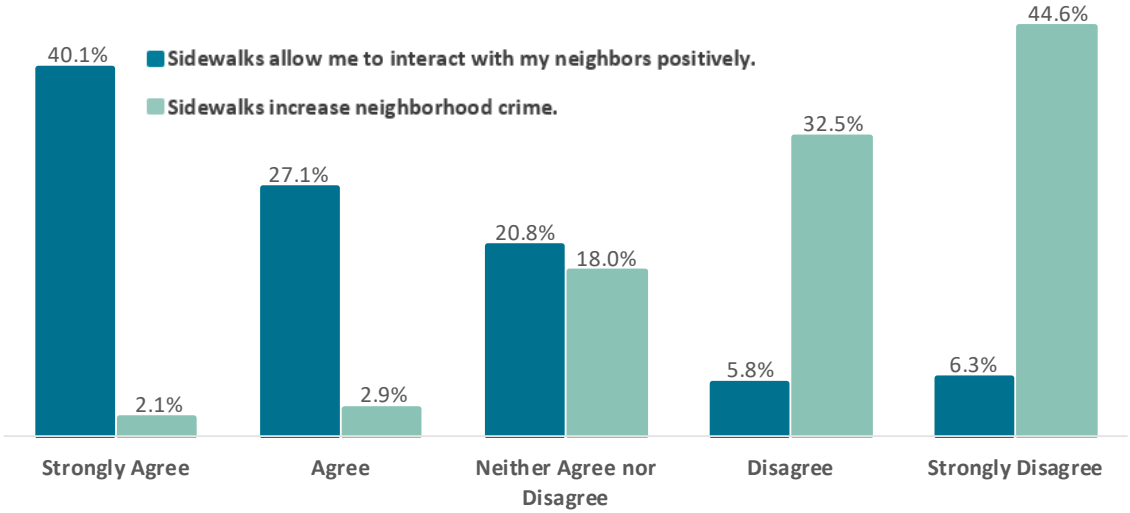


Figure 10. Sidewalks and Impact on Social Interaction

## Many respondents would prefer to walk, bike or take transit instead of driving to destinations.

Table 1. Mode Mismatch

| | Walk/Use Mobility Aid | | | Bicycle | | | Bus/Train | | | Personal Vehicle | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Most Used | Would Prefer to Use | **Mode Mismatch** | Most Used | Would Prefer to Use | **Mode Mismatch** | Most Used | Would Prefer to Use | **Mode Mismatch** | Most Used | Would Prefer to Use | **Mode Mismatch** |
| **Community Centers** | 9.6 | 28.7 | **19.1** | 4.2 | 18.6 | **14.4** | 0.3 | 3.8 | **3.5** | 52.9 | 26.9 | **-26.0** |
| **Daycare** | 1.1 | 7.2 | **6.1** | 0 | 4.5 | **4.5** | 0 | 1.3 | **1.3** | 21.5 | 17.1 | **-4.4** |
| **Grocery Stores** | 4.2 | 18.3 | **14.1** | 1 | 13.8 | **12.8** | 0.5 | 2.9 | **2.4** | 93.6 | 63.9 | **-29.7** |
| **Libraries** | 12.2 | 34.9 | **22.7** | 4.8 | 21.8 | **17.0** | 0.2 | 5 | **4.8** | 62.3 | 25 | **-37.3** |
| **Medical Services** | 2.1 | 12.7 | **10.6** | 0.5 | 9.5 | **9.0** | 0.5 | 4.5 | **4.0** | 91 | 68.1 | **-22.9** |
| **Parks** | 61.7 | 65.4 | **3.7** | 10.1 | 19.1 | **9.0** | 0.2 | 1.3 | **1.1** | 22.6 | 11.7 | **-10.9** |
| **Places of Worship** | 4.6 | 17 | **12.4** | 0.6 | 5 | **4.4** | 0 | 3 | **3.0** | 46.8 | 32.2 | **-14.6** |
| **Restaurants/Bars** | 5.4 | 38 | **32.6** | 2.1 | 11.7 | **9.6** | 0.5 | 8 | **7.5** | 81.9 | 32.5 | **-49.4** |
| **Retail Shops*** | 3.7 | 27.1 | **23.4** | 1.6 | 11.7 | **10.1** | 0.2 | 7.4 | **7.2** | 92.5 | 51.8 | **-40.7** |
| **School** | 2.7 | 13.5 | **10.8** | 1.1 | 5.8 | **4.7** | 5.9 | 5.6 | **-0.3** | 24 | 13.5 | **-10.5** |
| **Work** | 1.9 | 9.6 | **7.7** | 1.9 | 16 | **14.1** | 4.6 | 17 | **12.4** | 71 | 35.1 | **-35.9** |

*Other than grocery stores

## Most respondents do not believe that sidewalks decrease property values.

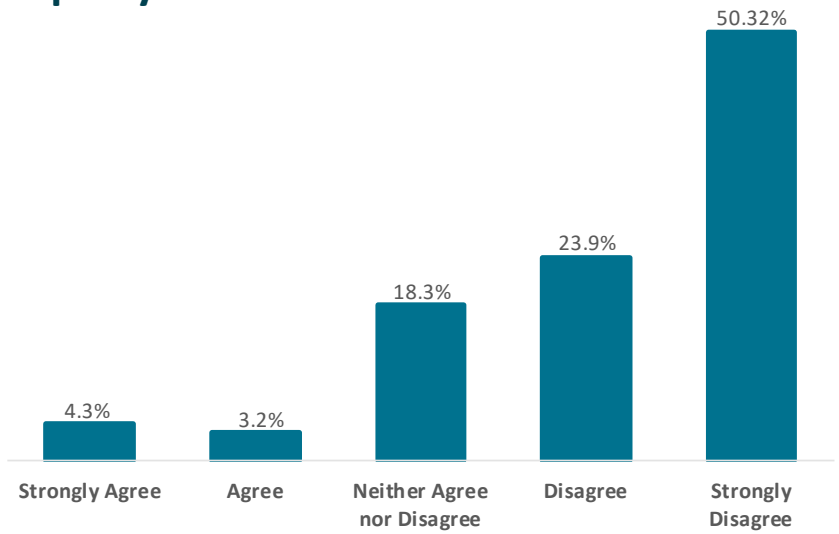


Figure 11. Sidewalks and Impact on Property Values

*Mode mismatch* is the difference between the percentage of respondents that use and percentage of respondents that would prefer to use a certain type of transportation.

Parks are the most common destination respondents walk to.

# Survey: Analysis of Written Comments

Responses to the open-ended question, "If you have any other thoughts or comments about sidewalks in St. Louis Park, please share them with us here" provided additional insights into residents' travel behaviors and perceptions of sidewalks. Of the 624 survey responses, 381 (61%) included an answer to this open-ended question. These responses were analyzed using NVivo, a computer-based qualitative data analysis software, to identify most commonly discussed topics and group them under categories. A complete list of these topics and categories can be found in Appendix A.

Among the following groups, more people chose to answer the open-ended question than not to:

- People who are 65 and over;
- People who are retired; and
- People with a graduate or professional degree.

Included below are key findings from the analysis of people's responses to the open-ended question along with a typical comment that illustrates the most commonly cited topic under each category of responses.

## Respondents most frequently cited increased safety for pedestrians as a benefit of sidewalks.


Figure 12. Benefits of Sidewalks

*"I run a lot. I dislike running on streets. I much prefer walking/running on sidewalks due to traffic driving down the street. Cars parked on a street without sidewalks force me to run/walk almost in the middle of the street with my stroller. It's super dangerous."*

## Respondents most frequently cited poor sidewalk connectivity as a barrier to walking.

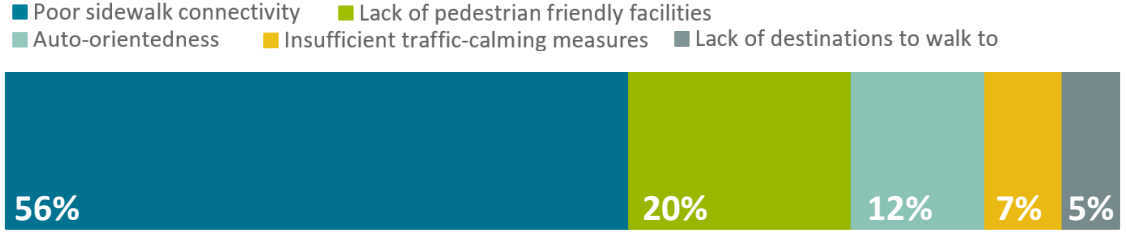


Figure 13. Barriers to Walking

*"Sidewalks are great, as long as they are relatively consistent, at least on a block-by-block basis. Some of the sidewalks in our area end abruptly mid-block, forcing us back onto the street while we're walking our dog [...]."*

## Respondents most frequently cited the responsibility of maintaining sidewalks, economic cost, and impact on the environment as problems associated with having sidewalks.

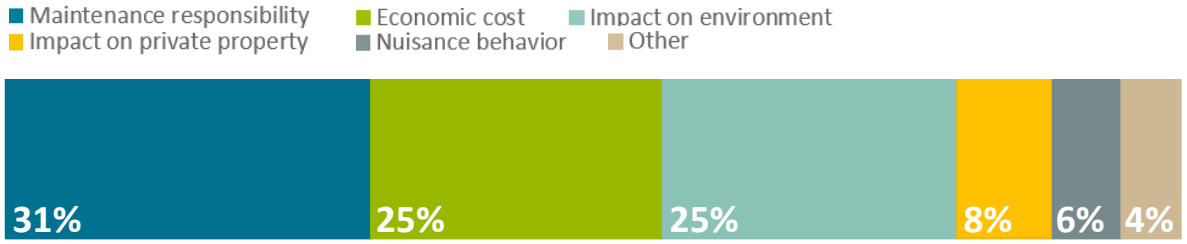


Figure 14. Problems Associated with Having Sidewalks

## Respondents most frequently cited poor winter maintenance as a challenge to using sidewalks.


Figure 15. Challenges to Using Sidewalks

*"Access to current sidewalks is severely limited in the winter due to snow and ice. If they were more cleared, I would use them more often."*

*"It is very, very expensive and hard work for an individual to keep up the sidewalks on the professional safety level necessary. Especially the elderly and people who are on a low fixed income ("house poor"), hiring private plows to do the job and totally clear everything to avoid melting snow and the hiring [sic] someone to keep redoing the job is prohibitive [...]."*

# Property Values

According to our analysis, we found no significant effects of the presence of a sidewalk on the sale price of a home in St. Louis Park. Other factors did prove to be important, which we expected based on existing research.

Among the 19 variables analyzed, 15 variables were significantly correlated with sales price, either positively (+) or negatively (-) as shown in Table 2. Factors like the number of bedrooms and size of the garage had positive influences on the sale price of a home. Factors like proximity to a highway and effective age had negative influences. The word "None" in Table 2 means no significant correlation exists.

## Sidewalks have no significant effect on property values for single-family homes in St. Louis Park.

Table 2. Results of Property Value Analysis

| Variable | Effect on Property Value |
|---|---|
| Effective age | - |
| Proximity to the highway | - |
| Proximity to schools | - |
| Presence of a basement | None |
| Presence of a sidewalk | None |
| Proximity to parks | None |
| Job accessibility | None |
| Lot size | + |
| Actual age | + |
| Number of bedrooms | + |
| Number of bathrooms | + |
| Size of garage | + |
| House square footage | + |
| Presence of a fireplace | + |
| Presence of central AC | + |
| Tax rate | + |
| School zone quality | + |
| Walkability | + |
| Median income | + |

# Accessibility

Accessibility, as used, refers to numbers of opportunities within specified distances on connected sidewalks. Our analysis produced both baseline accessibility data for the existing walking network as well as data on expected changes if all planned sidewalks and trails are built. Unless otherwise noted, values in the tables below indicate the percentage of people within walking distance on either the existing or planned network for the destination, demographic, and distance combination shown. It should be noted that the 6 percent increase in walkable miles created by the move from the existing to planned network generated increases of greater than 6 percent in accessibility for some destination categories.

We have calculated a walking disparity to show the accessibility gap (difference) between non-Hispanic White and all minority residents (see Table 3).

**St. Louis Park's existing sidewalk network does not disproportionately favor white residents over non-White residents in terms of access to the destinations studied.**

Table 3. Accessibility to Destinations on Existing Sidewalk Network by Race

| 0.25 Miles | | | | | 0.5 Miles | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total Pop. | Non-Hispanic White | All Minority Groups | Walking Disparity | | Total Pop. | Non-Hispanic White | All Minority Groups | Walking Disparity |
| **Parks** | 49.54 | 47.62 | 57.98 | 10.36 | **Restaurants** | 70.88 | 69.59 | 76.54 | 6.95 |
| **Restaurants** | 31.09 | 29.60 | 37.64 | 8.04 | **Parks** | 83.89 | 82.81 | 88.66 | 5.85 |
| **All K-12 Schools** | 18.61 | 17.51 | 23.47 | 5.96 | **Pharmacies** | 37.02 | 36.09 | 41.13 | 5.04 |
| **All Transit Stops** | 78.36 | 77.30 | 83.05 | 5.75 | **Nursing Homes** | 45.93 | 45.17 | 49.29 | 4.12 |
| **Outpatient Care** | 24.44 | 23.47 | 28.72 | 5.25 | ***Places of Worship*** | 63.53 | 64.23 | 60.45 | -3.78 |
| **Nursing Homes** | 18.86 | 18.00 | 22.63 | 4.62 | **Outpatient Care** | 45.44 | 44.79 | 48.32 | 3.53 |
| **Physicians** | 13.31 | 12.48 | 16.94 | 4.45 | **Hospitals** | 8.77 | 8.15 | 11.51 | 3.35 |
| **Pharmacies** | 14.02 | 13.42 | 16.67 | 3.25 | **Retail Stores** | 28.18 | 27.57 | 30.87 | 3.30 |
| **Hospitals** | 2.80 | 2.22 | 5.37 | 3.14 | ***Lenox Community Center*** | 7.58 | 8.11 | 5.28 | -2.83 |
| **Grocery Stores** | 14.15 | 13.92 | 15.12 | 1.20 | **All Transit Stops** | 92.35 | 91.86 | 94.52 | 2.66 |
| **Retail Stores** | 11.07 | 10.86 | 12.00 | 1.14 | **Physicians** | 25.50 | 25.20 | 26.80 | 1.59 |
| ***Lenox Community Center*** | 1.98 | 2.15 | 1.27 | -0.87 | **All K-12 Schools** | 47.47 | 47.18 | 48.73 | 1.54 |
| **The Rec Center** | 2.25 | 2.13 | 2.79 | 0.66 | ***The Rec Center*** | 7.04 | 7.23 | 6.20 | -1.03 |
| **St. Louis Park Library** | 1.66 | 1.53 | 2.19 | 0.65 | ***Daycare Centers*** | 32.52 | 32.64 | 31.97 | -0.67 |
| ***Places of Worship*** | 29.45 | 29.50 | 29.24 | -0.27 | ***Sabes Jewish Comm. Center*** | 1.64 | 1.76 | 1.12 | -0.63 |
| ***Sabes Jewish Comm. Center*** | 1.10 | 1.15 | 0.89 | -0.26 | **St. Louis Park Library** | 4.38 | 4.27 | 4.89 | 0.63 |
| ***Daycare Centers*** | 10.06 | 10.11 | 9.86 | -0.25 | ***Grocery Stores*** | 38.44 | 38.55 | 37.96 | -0.59 |
| ***SWLRT Stations*** | 3.11 | 3.15 | 2.94 | -0.22 | ***SWLRT Stations*** | 8.10 | 8.17 | 7.78 | -0.39 |
| ***Food Shelf*** | 0.28 | 0.32 | 0.13 | -0.19 | ***Food Shelf*** | 2.59 | 2.61 | 2.49 | -0.12 |

Note: For destination categories with a negative walking disparity, access for non-Hispanic whites exceeds minority groups.

## The benefits of the City's current sidewalk and trail implementation plan will be realized by both White residents and residents of color.

Table 4. Change in Accessibility to Destinations by Race

| 0.25 Miles | | | | 0.5 Miles | | | |
|---|---|---|---|---|---|---|---|
| | Total Pop. | Non-Hispanic White | All Minority Groups | | Total Pop. | Non-Hispanic White | All Minority Groups |
| **Physicians** | 10.60 | 10.66 | 10.39 | **Sabes Jewish Comm. Center** | 44.26 | 43.62 | 48.69 |
| **Lenox Community Center** | 5.20 | 5.34 | 4.18 | **Physicians** | 7.53 | 7.93 | 5.90 |
| **Daycare Centers** | 4.10 | 4.50 | 2.26 | **Daycare Centers** | 6.26 | 6.47 | 5.31 |
| **Places of Worship** | 3.79 | 4.00 | 2.83 | **All K-12 Schools** | 4.51 | 4.59 | 4.18 |
| **Outpatient Care** | 2.14 | 1.53 | 4.37 | **Lenox Community Center** | 3.42 | 3.24 | 4.60 |
| **Retail Stores** | 1.44 | 1.39 | 1.62 | **Hospitals** | 2.24 | 2.85 | 0.34 |
| **All Transit Stops** | 1.39 | 1.47 | 1.06 | **Nursing Homes** | 2.04 | 2.10 | 1.82 |
| **Parks** | 1.32 | 1.41 | 1.01 | **Pharmacies** | 1.87 | 2.06 | 1.12 |
| **All K-12 Schools** | 1.11 | 1.30 | 0.51 | **Places of Worship** | 1.84 | 1.98 | 1.16 |
| **Restaurants** | 1.09 | 1.22 | 0.64 | **Outpatient Care** | 1.78 | 2.03 | 0.73 |
| **Grocery Stores** | 1.07 | 1.04 | 1.22 | **Retail Stores** | 1.37 | 1.49 | 0.92 |
| **The Rec Center** | 1.03 | 1.05 | 0.95 | **Restaurants** | 0.97 | 1.07 | 0.57 |
| **Nursing Homes** | 0.94 | 0.96 | 0.88 | **Parks** | 0.81 | 0.89 | 0.51 |
| **Pharmacies** | 0.88 | 1.04 | 0.34 | **St. Louis Park Library** | 0.81 | 0.80 | 0.87 |
| **SWLRT Stations** | 0.22 | 0.09 | 0.82 | **All Transit Stops** | 0.77 | 0.73 | 0.94 |
| | | | | **SWLRT Stations** | 0.77 | 0.78 | 0.74 |
| | | | | **Grocery Stores** | 0.75 | 0.76 | 0.73 |
| | | | | **The Rec Center** | 0.56 | 0.63 | 0.23 |

Note: Destination categories with no change have been omitted.

Implementing all planned sidewalks and trails will increase the share of non-Hispanic Whites within 0.25 miles of a grocery store by 1.04 percent and the share of minority individuals within 0.25 miles of a grocery store by 1.22 percent, compared to 1.07 percent for the population as a whole.

## Planned sidewalk and trail construction will increase accessibility to key destinations for residents under age 18.

With today's walking network, 8.9 percent of youth under age 18 are within a 0.25-mile walking distance of a daycare center. Building all planned sidewalks and trails would increase this number to 9.45 percent, an increase of 6.17 percent.

Table 5. Population Under 18 within Walking Distance to Key Destinations

| 0.25 Miles | | | | 0.5 Miles | | | |
|---|---|---|---|---|---|---|---|
| | Existing | Planned | Percent Change* | | Existing | Planned | Percent Change* |
| **Daycare Centers** | 8.90 | 9.45 | 6.17 | **Sabes Jewish Comm. Center** | 0.95 | 1.84 | 93.33 |
| **Lenox Community Center** | 2.20 | 2.30 | 4.81 | **Daycare Centers** | 31.25 | 33.54 | 7.32 |
| **Places of Worship** | 29.11 | 30.23 | 3.84 | **All K-12 Schools** | 44.75 | 46.83 | 4.65 |
| **Retail Stores** | 8.19 | 8.35 | 2.01 | **Lenox Community Center** | 8.23 | 8.50 | 3.31 |
| **All Transit Stops** | 75.32 | 76.79 | 1.96 | **Places of Worship** | 64.34 | 65.84 | 2.33 |
| **The Rec Center** | 0.98 | 0.99 | 1.84 | **Retail Stores** | 21.78 | 22.14 | 1.67 |
| **All K-12 Schools** | 17.16 | 17.46 | 1.77 | **The Rec Center** | 4.69 | 4.76 | 1.47 |
| **Parks** | 45.31 | 46.09 | 1.73 | **Restaurants** | 65.53 | 66.27 | 1.13 |
| **Grocery Stores** | 13.21 | 13.41 | 1.53 | **St. Louis Park Library** | 4.72 | 4.77 | 1.11 |
| **Restaurants** | 27.04 | 27.44 | 1.50 | **Grocery Stores** | 35.24 | 35.60 | 1.01 |
| **St. Louis Park Library** | 1.73 | 1.73 | 0.00 | **All Transit Stops** | 90.51 | 91.39 | 0.97 |
| **Sabes Jewish Comm. Center** | 0.39 | 0.39 | 0.00 | **Parks** | 82.15 | 82.88 | 0.89 |
| **SWLRT Stations** | 1.34 | 1.34 | 0.00 | **SWLRT Stations** | 4.87 | 4.91 | 0.72 |

*Calculated by dividing the difference between planned and existing access by existing access.

## Planned sidewalk and trail construction will increase accessibility to key destinations for residents age 65 and older.

Table 6. Population of Older Adults within Walking Distance to Key Destinations

| 0.25 Miles | | | | 0.5 Miles | | | |
|---|---|---|---|---|---|---|---|
| | Existing | Planned | Percent Change* | | Existing | Planned | Percent Change* |
| **Physicians** | 13.74 | 14.39 | 4.69 | **Sabes Jewish Comm. Center** | 1.68 | 2.44 | 45.22 |
| **Places of Worship** | 35.08 | 36.34 | 3.59 | **Physicians** | 22.02 | 23.86 | 8.38 |
| **Lenox Community Center** | 1.33 | 1.38 | 3.50 | **Lenox Community Center** | 5.48 | 5.81 | 6.08 |
| **Parks** | 48.46 | 49.12 | 1.36 | **Hospitals** | 6.42 | 6.67 | 3.89 |
| **Restaurants** | 31.40 | 31.77 | 1.18 | **Places of Worship** | 69.28 | 70.53 | 1.81 |
| **Grocery Stores** | 14.27 | 14.42 | 1.04 | **Nursing Homes** | 54.91 | 55.70 | 1.43 |
| **All Transit Stops** | 79.84 | 80.62 | 0.98 | **Pharmacies** | 45.09 | 45.65 | 1.25 |
| **Outpatient Care** | 23.88 | 24.11 | 0.95 | **Outpatient Care** | 44.10 | 44.49 | 0.87 |
| **Retail Stores** | 15.85 | 15.98 | 0.85 | **SWLRT Stations** | 5.80 | 5.85 | 0.85 |
| **Pharmacies** | 21.15 | 21.30 | 0.70 | **Restaurants** | 71.64 | 72.25 | 0.85 |
| **Nursing Homes** | 25.10 | 25.23 | 0.53 | **Retail Stores** | 35.66 | 35.95 | 0.81 |
| **The Rec Center** | 2.95 | 2.96 | 0.23 | **Parks** | 85.37 | 86.07 | 0.81 |
| **Food Shelf** | 0.25 | 0.25 | 0.00 | **All Transit Stops** | 92.27 | 92.85 | 0.62 |
| **Hospitals** | 2.90 | 2.90 | 0.00 | **St. Louis Park Library** | 3.42 | 3.44 | 0.61 |
| **St. Louis Park Library** | 1.60 | 1.60 | 0.00 | **Grocery Stores** | 50.30 | 50.54 | 0.48 |
| **Sabes Jewish Comm. Center** | 0.91 | 0.91 | 0.00 | **The Rec Center** | 10.55 | 10.60 | 0.46 |
| **SWLRT Stations** | 2.46 | 2.46 | 0.00 | **Food Shelf** | 1.70 | 1.70 | 0.00 |

*Calculated by dividing the difference between planned and existing access by existing access.

With today's walking network, 5.48 percent of adults age 65 and older are within a 0.5-mile walking distance of Lenox Community Center. Building all planned sidewalks and trails would increase this number to 5.81 percent, an increase of 6.08 percent.

# What These Analyses Mean for St. Louis Park

Our mixed methods research approach revealed five categories of findings, including general perceptions of sidewalks, safety, mode mismatch and accessibility, sidewalk maintenance, and property values in St. Louis Park.

## Most residents like sidewalks.

Survey results showed that respondents were generally supportive of sidewalk implementation and had positive perceptions of sidewalks. While respondents almost evenly represented residents that both lived and did not live on a street with a sidewalk, 72 percent reported that they would prefer to live on a street with a sidewalk and 92 percent reported using sidewalks. Despite this preference, the desire to live on a street with a sidewalk did not appear to be strong enough to influence where residents chose to live.

Survey results also revealed positive perceptions of sidewalks related to improved physical activity and social interaction. For example, 79 percent of respondents believed that they would be more likely to walk to destinations if there were sidewalks along the route. Another 67 percent of respondents believed that sidewalks allowed them to interact positively with their neighbors. Further, 77 percent of respondents did not believe that sidewalks increase neighborhood crime.

## Most residents feel safer with sidewalks.

Sidewalks also appear to have a positive impact on perceptions of safety. Both the lack of pedestrian facilities (such as crosswalks) and the lack of traffic calming measures were named as barriers to walking in St. Louis Park. Ninety percent of respondents reported feeling safer from traffic while walking on sidewalks than while walking on the road. Further, the most frequently mentioned benefit of sidewalks was increased safety for pedestrians, ranking higher than community interaction, and livability/quality of life benefits.

## Most residents are unhappy with winter maintenance of sidewalks.

Despite the general support for sidewalks, there are still challenges associated with their use and implementation in St. Louis Park. In fact, concerns related to sidewalk maintenance and specifically poor winter maintenance, were cited as the most common challenge to using and having sidewalks. It is important to note that these findings resulted from an open-ended question that respondents voluntarily answered. Given that the survey was administered during the month of March, towards the end of a particularly snowy winter, these findings may have been biased towards winter-related criticisms. Nonetheless, concerns about sidewalk maintenance are valid and ranked higher than concerns related to sidewalk condition, the economic cost of sidewalks, and their impact on the environment.

## Sidewalks have no statistically significant effects on property values.

In some communities, residents believe that sidewalks make a home more desirable and increase property values. In recent years, St. Louis Park staff have heard concerns from some residents that building sidewalks will decrease property values. Our survey asked residents which story they believed and found that 74.2 percent disagreed with the statement that sidewalks decrease property values.

Our research suggests that sidewalks actually have no statistically significant effect on property values, positive or negative. Our analysis showed no statistically significant relationship between the presence of a sidewalk and the sale price of a home. Other factors, such as the number of bedrooms and proximity to a highway, are correlated to the sale price, as would be expected. These findings suggest that vocal opposition to sidewalk implementation because of property value concerns is likely to be coming from a minority of St. Louis Park community members, whose beliefs are not supported by the results of our analysis.

## Most residents would prefer to walk to more destinations and will have better access to destinations with continued sidewalk and trail implementation.

As indicated in the survey results, the perception that St. Louis Park residents are largely car-dependent and that cars get priority in the transportation system is seen as a barrier to walking in the city. Survey results also revealed a desire for this to change. Respondents would prefer to be able to walk to more places than they currently do, a concept which we have referred to as a mode mismatch. While mode mismatches also exist for bicycling and public transportation options, the values were largest for walking (see Table 1). Notably, the mode mismatch values calculated for personal vehicles were all negative, indicating that respondents drive to places more often than they would prefer to.

Only five percent of respondents that answered the open-ended survey question reported a lack of destinations being a barrier to walking in St. Louis Park. Nonetheless, the results of our accessibility analysis showed that accessibility varied greatly for different destinations in the city. Parks, for example, are the most common destination that respondents currently walk to and prefer to walk to, resulting in the smallest mode-mismatch (see Table 7). This result is supported by the accessibility analysis, which found parks to have the highest accessibility for residents at both the quarter- and half-mile walking distances (50% and 84%, respectively).

Restaurants and bars, on the other hand, had the largest mode-mismatch. However, the accessibility values for restaurants and bars was also quite high at the quarter- and half-mile walking distances (31% and 71%, respectively). This result indicates that while restaurants and bars are accessible to many residents, they may not be the restaurants/bars they want to walk to, or there may be other

factors preventing them from walking to these destinations. Poor sidewalk connectivity (such as sidewalks ending abruptly), which was the most cited barrier to walking in the survey, may be one of these factors.

Other destinations, such as daycare centers, resulted in smaller mode-mismatch values, indicating that respondents may prefer to drive to them. The number of destinations involved also affects how the results should be interpreted. Libraries have a high mode mismatch and low accessibility, but this is because there is only one location in St. Louis Park. On the other hand, grocery stores as a category has a relatively high mode mismatch and low to moderate accessibility, but also has more potential to improve through future improvements around the City.

Table 7. Mode Mismatch and Accessibility Comparison

| | | 0.25 Miles | | 0.5 Miles | |
|---|---|---|---|---|---|
| | Mode Mismatch | Base | Percent Change* | Base | Percent Change* |
| **Restaurants/Bars**[a] | 32.6 | 31.09 | 1.09 | 70.88 | 0.97 |
| **Retail Shops****[b] | 23.4 | 11.07 | 1.44 | 28.18 | 1.37 |
| **Libraries** | 22.7 | 1.66 | 0.00 | 4.38 | 0.81 |
| **Community Centers** | 19.1 | | | | |
| Lenox Comm. Center | | 1.98 | 5.20 | 7.58 | 3.42 |
| The Rec Center | | 2.25 | 1.03 | 7.04 | 0.56 |
| Sabes Jewish Comm. Center | | 1.10 | 0.00 | 1.64 | 44.26 |
| **Grocery Stores** | 14.1 | 14.15 | 1.07 | 38.44 | 0.75 |
| **Places of Worship** | 12.4 | 29.45 | 3.79 | 63.53 | 1.84 |
| **School**[c] | 10.8 | 18.61 | 1.11 | 47.47 | 4.51 |
| **Medical Services** | 10.6 | | | | |
| Hospitals | | 2.80 | 0.00 | 8.77 | 2.24 |
| Outpatient Care | | 24.44 | 2.14 | 45.44 | 1.78 |
| Pharmacies | | 14.02 | 0.88 | 37.02 | 1.87 |
| Physicians | | 13.31 | 10.60 | 25.50 | 7.53 |
| **Daycare**[d] | 6.1 | 10.06 | 4.10 | 32.52 | 6.26 |
| **Parks** | 3.7 | 49.54 | 1.32 | 83.89 | 0.81 |

*Calc. by dividing distance between planned and existing access by existing access.

**Other than grocery stores

[a] "Restaurants" in accessibility analysis

[b] "Retail Stores" in accessibility analysis

[c] "All K-12 Schools" in accessibility analysis

[d] "Daycare Centers" in accessibility analysis

# RECOMMENDATIONS

Based on our findings, we have developed five recommendations that we hope will be used to aid in the future implementation of sidewalks.

## Recommendations

1. Continue reaching out to populations beyond those that responded to the survey.
2. Increase proactive engagement around sidewalk maintenance.
3. Collect updated data on sidewalk condition, curb ramps, and other elements of walking infrastructure.
4. Revisit the results of the accessibility analysis once updated Census data becomes available.
5. Account for other barriers to walking as sidewalks are implemented.

## Continue reaching out to populations beyond those that responded to the survey.

Survey respondents were not representative of all St. Louis Park residents. Limitations in how our survey was administered may have made it harder for some residents to respond than others, particularly those who do not speak English, those without access to social media, and residents living in multi-family housing. To gain a more inclusive understanding of how St. Louis Park residents think about and use sidewalks, future engagement should expand to involve a more diverse population.

## Increase proactive engagement around sidewalk maintenance.

Improving residents' understanding of the constraints and priorities of current sidewalk maintenance while pursuing opportunities for broader winter maintenance should be key strategies. Staff should increase communication efforts with the general public to better manage resident expectations around the quality of sidewalk maintenance and address the lack of clarity in relation to who is responsible for maintenance in different areas.

## Collect updated data on sidewalk condition, curb ramps, and other elements of walking infrastructure.

Our analysis did not account for sidewalk condition or the presence of curb ramps, but a future analysis could utilize complete data to do so. These data can also inform investment decisions related to sidewalk construction and maintenance, ultimately reducing physical barriers for people who want to walk to more destinations.

## Revisit the results of the accessibility analysis once updated Census data becomes available.

It is not realistic to expect City staff to redo this analysis every time the Census releases new data. However, comparing our results (based on 2010 Census data) to evolving demographic trends can ensure that the findings remain relevant to St. Louis Park residents. These findings provide a baseline for the City to keep in mind as parts of the city continue to diversify and accessibility needs change over time.

## Account for other barriers to walking as sidewalks are implemented.

This analysis showed general support for sidewalks and the potential to increase accessibility, but other elements that create walkable environments, such as lighting, land uses, and street trees should also be considered. A sidewalk alone is not enough to make people feel safe walking to the places they need to go. To truly make St. Louis Park a walkable city, staff should pursue strong land use policies, safer walking infrastructure, and environments that prioritize pedestrians holistically.

Additional details on methodology and findings specific to each research question are available in the Appendices:

Appendix A: Survey Technical Memo

Appendix B: Property Value Analysis Technical Memo

Appendix C: Accessibility Analysis Technical Memo

Appendices A, B, and C are available as separate documents and can be obtained by contacting the City of St. Louis Park.


STOP

## Appendix A: Survey Technical Memo

### Introduction

The City of St. Louis Park has developed a number of plans such as the *Trails and Sidewalks Master Plan* (1999), *Active Living: Sidewalks and Trails* (2007), and *Connect the Park* (2013) to improve its pedestrian network. The *Connect the Park* plan identifies a six-year funding stream (2018-2023) for new sidewalk implementation to provide connectivity, improve safety and accessibility, and enhance livability.[1]

While many people support the City's efforts to implement sidewalks, staff have identified a number of resident concerns associated with sidewalk implementation. Common concerns include effects on property values, increases in crime, the removal of trees/loss of green space, and the resident burden of maintaining sidewalks. In addition, staff have also heard from residents that sidewalks will not be used because everyone drives or that streets are quiet enough for pedestrians to walk on the road.

As graduate students at the University of Minnesota's Humphrey School of Public Affairs, we were interested in evaluating the concerns raised by residents and measuring the future effects of St. Louis Park's planned sidewalk and trail implementation. We partnered with the City to answer the following research questions (see Figure 1), which were informed by the needs and interests of St. Louis Park staff.

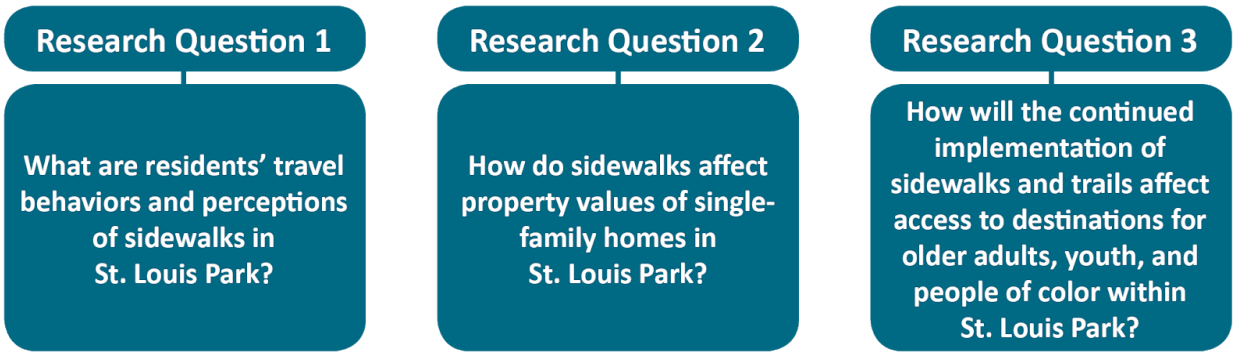


Figure 1: Research Questions

To answer these questions, we developed a mixed methods approach that combined a web-based survey, a property value analysis, and a GIS-based accessibility analysis which address concerns

[1] City of St. Louis Park. (2019). Connect the Park. Retrieved from https://www.stlouispark.org/government/departments-divisions/engineering/connect-the-park

raised by residents and illustrate how access to destinations will change with continued implementation of sidewalks and trails.

This technical memo is the first of the three appendices of the capstone report entitled *Sidewalks in St. Louis Park: Understanding Resident Perceptions and Behaviors, Effects on Property Values, and Accessibility*. The memo provides a detailed description of the methodology and results for the survey administered in response to Research Question 1.

**Methodology**

The purpose of the survey was to understand how residents think and feel about sidewalks and how they use sidewalks to get to the places they want to go.

The survey process included four phases:

1. Survey development and review,
2. Survey administration,
3. Data analysis, and
4. Presentation of findings.

**1. Survey Development and Review**

The first phase of the survey process included identifying the scope of the survey based on our research questions and developing valid, reliable measures for the survey. Our survey assessed both built and social environment factors and sidewalk use. Survey questions were about sidewalk presence and use, types of transportation used to get to destinations, how residents think and feel about sidewalks, and demographics.

The form and content of the survey questions were informed by reviews of survey instruments that had been tested in previous studies on walking and sidewalks and a report intended to assist residents in addressing challenges to walking and bicycling, which we identified during our literature review. The Twin Cities Walking Study that explored the relationship between the built environment, walking, and physical activity[2] and a study that examined the association between sidewalk length and walking for different purposes[3] influenced the measures in our survey. The

[2] Forsyth, A., Schmitz, K, & Oakes, M. (2003). Twin Cities walking survey. *Active Living Research*. Retrieved from https://activelivingresearch.org/twin-cities-walking-survey

[3] McCormack, G., Shiell, A., Giles-Corti, B., Begg, S., Veerman, J., Geelhoed, E., ... Emery, J. (2012). The association between sidewalk length and walking for different purposes in established neighborhoods. *International Journal of Behavior Nutrition and Physical Activity, 9*(92). Retrieved from https://doi.org/10.1186/1479-5868-9-92

barriers to using sidewalks included in the survey were largely informed by a list of poor walking or bicycling accommodations that the *Resident's Guide for Creating Safer Communities for Walking and Biking*[4] identified. We also referred to the City of St. Louis Park's *Sidewalk FAQ* document that included common questions, concerns, and objections related to sidewalks to develop survey content. This ensured that the survey would collect information that would be relevant to St. Louis Park residents and useful to City staff.

After St. Louis Park staff reviewed the survey, we adapted it to an electronic format using Qualtrics, an online survey software available to University of Minnesota employees and students for use in research. We then pretested the survey on multiple internet browsers and devices to uncover any browser- and device-based design flaws, measure the time it took to complete the survey, and make sure that the survey was easy to navigate. The survey was set up so that a respondent would not be able to retake the survey once it had been completed on a particular device. In addition to the electronic survey, we also created a paper version of the survey for St. Louis Park residents who preferred not to take the electronic survey (see Figure 2). This survey was also reviewed and pretested by team members.

The final survey comprised two sections: (1) Travel behaviors and perceptions of sidewalks and (2) Demographics.

*1. Travel behaviors and perceptions about sidewalks*

This section was designed to understand (1) how walking and the use of sidewalks fit into the travel behaviors of St. Louis Park residents, including why they do or do not use sidewalks; how frequently and for what purposes they use sidewalks; and what transportation mode(s) they have used, most often use, and prefer to use to travel to specific destinations and (2) how residents believe sidewalks affect their lives and neighborhoods, including neighborhood desirability, property values, social interaction, traffic safety, crime, and travel behaviors, among others.

In total, the survey included one open-ended question and eleven closed-ended questions. These questions included fifty-four survey items (a survey item refers to individual parts of a question that could be answered by itself). The question "Do you use sidewalks in St. Louis Park" included *skip logic*, a survey feature that changes what question(s) the respondent sees next based on how they answered a particular question. Therefore, the total number of questions a respondent answered varied based on their response to this question. Except for the open-ended question that gave respondents the opportunity to share additional thoughts or comments about

[4] Sandt, L., Thomas, L., Langford, K., & Nabors, D. (2015). *A resident's guide for creating safer communities for walking and biking*. Retrieved from https://safety.fhwa.dot.gov/ped_bike/ped_cmnity/ped_walkguide/residents_guide2014_final.pdf

sidewalks in St. Louis Park, all other questions were required so respondents needed to provide an answer to a question before proceeding to the next.

Figure 2: Paper Survey

St. Louis Park
MINNESOTA

**St. Louis Park Sidewalk Survey 2019**

UNIVERSITY OF MINNESOTA
Driven to Discover℠

As part of the Connect the Park plan, the City of St. Louis Park has installed sidewalks in various parts of the city to make it easier, safer, and more convenient for people to walk. This survey seeks to better understand what St. Louis Park residents think about sidewalks, and how sidewalks impact their lives. The survey is being conducted by urban planning students at the University of Minnesota's Humphrey School of Public Affairs as part of their capstone project.

The survey will take approximately 10 minutes to complete. All survey responses are anonymous. If you have questions about the survey, please contact Ben Manibog, St. Louis Park Transportation Engineer, at bmanibog@stlouispark.org or 952.924.2669. Thank you for taking the time to complete this survey!

1. Do you live on a street with a sidewalk?
   ☐ Yes ☐ No

2. Do you use sidewalks in St. Louis Park?
   ☐ Yes ☐ No

***If you answered 'Yes' to question 2, go to question 3.***
***If you answered 'No' to question 2, go to question 6.***

3. What do you use sidewalks for? Please select **ALL** that apply.
   ☐ Recreation
   ☐ Transportation
   ☐ Socializing

4. How often do you use sidewalks during a typical week in the summer? Please select **ONE** answer.
   ☐ Not at all
   ☐ About 1 - 3 times a week
   ☐ About 4 - 6 times a week
   ☐ Everyday
   ☐ Multiple times a day

5. How often do you use sidewalks during a typical week in the winter? Please select **ONE** answer.
   ☐ Not at all
   ☐ About 1 - 3 times a week
   ☐ About 4 - 6 times a week
   ☐ Everyday
   ☐ Multiple times a day

***If you answered 'Yes' to question 2, skip question 6.***

6. Why do you not use sidewalks? Please select **ALL** that apply.
   ☐ I do not like to use sidewalks.
   ☐ Sidewalks do not connect to the places I want to go to.
   ☐ Sidewalks are not wide enough for people to walk/use mobility aid.
   ☐ Sidewalk surfaces are uneven, broken, or covered with debris.
   ☐ Sidewalks are blocked by barriers such as vehicles, trash cans, vegetation, snow, utility poles, benches, mailboxes, etc.
   ☐ Sidewalks are not accessible to people with disabilities.
   ☐ There is not enough space between the sidewalk and the roadway.
   ☐ There are many dead end sidewalks.
   ☐ There are not enough streetlights.
   ☐ There are not enough signs to help pedestrians find important destinations or know where to walk.
   ☐ Other (Please specify) _____

7. If you use transit, can you get to transit stops via sidewalks? Please select **ONE** answer.
   ☐ Yes
   ☐ No
   ☐ I do not use transit

8. Which of the following types of transportation **have you used in the past year** to get to the following destinations? Please select **ALL** that apply.

| | Walk/Use Mobility Aid | Bicycle | Shared Bicycle/ Scooter | Bus/ Train | Personal Vehicle | Carpool | Uber/ Lyft | Taxi | Not Applicable |
|---|---|---|---|---|---|---|---|---|---|
| Community Centers | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Daycare | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Grocery Stores | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Libraries | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Medical Services | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Parks | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Places of Worship | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Restaurants/Bars | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Retail shops | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| School | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Work | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

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9. Which of the following types of transportation **do you use the most** to get to the following destinations? Please select **ONE** type of transportation for each destination.

| | Walk/Use Mobility Aid | Bicycle | Shared Bicycle/ Scooter | Bus/ Train | Personal Vehicle | Carpool | Uber/ Lyft | Taxi | Not Applicable |
|---|---|---|---|---|---|---|---|---|---|
| Community Centers | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Daycare | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Grocery Stores | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Libraries | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Medical Services | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Parks | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Places of Worship | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Restaurants/Bars | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Retail shops | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| School | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Work | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

10. If you could use any type of transportation, what type of transportation would you **prefer to use** to get to the following destinations? Please select **ONE** type of transportation for each destination.

| | Walk/Use Mobility Aid | Bicycle | Shared Bicycle/ Scooter | Bus/ Train | Personal Vehicle | Carpool | Uber/ Lyft | Taxi | Not Applicable |
|---|---|---|---|---|---|---|---|---|---|
| Community Centers | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Daycare | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Grocery Stores | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Libraries | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Medical Services | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Parks | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Places of Worship | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Restaurants/Bars | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Retail shops | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| School | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Work | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

11. To what extent do you agree or disagree with the following statements?

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree |
|---|---|---|---|---|---|
| I prefer to live on a street with a sidewalk. | ☐ | ☐ | ☐ | ☐ | ☐ |
| Neighborhoods with sidewalks are less desirable. | ☐ | ☐ | ☐ | ☐ | ☐ |
| I am more likely to choose to walk to destinations if there are sidewalks along the route. | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sidewalks allow me to interact with my neighbors positively. | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sidewalks decrease property values. | ☐ | ☐ | ☐ | ☐ | ☐ |
| I feel more safe from traffic while walking on the sidewalk than while walking on the road. | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sidewalks increase neighborhood crime. | ☐ | ☐ | ☐ | ☐ | ☐ |
| I chose my current residence partly because there are sidewalks. | ☐ | ☐ | ☐ | ☐ | ☐ |
| Homes with sidewalks will likely sell faster than homes without sidewalks. | ☐ | ☐ | ☐ | ☐ | ☐ |
| I am more likely to drive to destinations even if there are well-connected sidewalks. | ☐ | ☐ | ☐ | ☐ | ☐ |
| I would be more active if I lived on a street with sidewalks. | ☐ | ☐ | ☐ | ☐ | ☐ |
| Sidewalks decrease neighborhood beauty. | ☐ | ☐ | ☐ | ☐ | ☐ |
| I often use 'unofficial' ways to walk to destinations (e.g. private property, cut-throughs, railroad crossings, gap fences, etc.). | ☐ | ☐ | ☐ | ☐ | ☐ |
| It is not worth having a sidewalk without street trees or vegetation. | ☐ | ☐ | ☐ | ☐ | ☐ |

**We have included the following demographic questions to better understand the survey results and the range of people taking this survey. The information you provide will be kept confidential and, when reported, will not identify any individual.**

12. What is your age?
- ☐ Under 18
- ☐ 18 - 24
- ☐ 25 - 44
- ☐ 45 - 64
- ☐ 65 and over

13. Are you living with a disability that impacts your use of sidewalks?
- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

14. Which gender do you identify with?
- ☐ Female
- ☐ Male
- ☐ Other_____
- ☐ Prefer not to answer

15. Which race/ethnicity do you identify with? Please select **ALL** that apply.
- ☐ White
- ☐ Black or African American
- ☐ American Indian or Alaska Native
- ☐ Asian
- ☐ Native Hawaiian or Pacific Islander
- ☐ Hispanic, Latino, or Spanish origin
- ☐ Prefer not to answer

16. What is your employment status?
- ☐ Full time
- ☐ Part time
- ☐ Not employed
- ☐ Retired

17. What is the highest level of education you have completed?
- ☐ Less than a high school diploma
- ☐ High school graduate
- ☐ Vocational/technical/trade school
- ☐ Some college or associate's degree
- ☐ Bachelor's degree
- ☐ Graduate or professional degree

18. What is your household income?
- ☐ Less than $25,000
- ☐ $25,000 - $49,999
- ☐ $50,000 - $74,999
- ☐ $75,000 - $99,999
- ☐ $100,000 or more
- ☐ Prefer not to answer

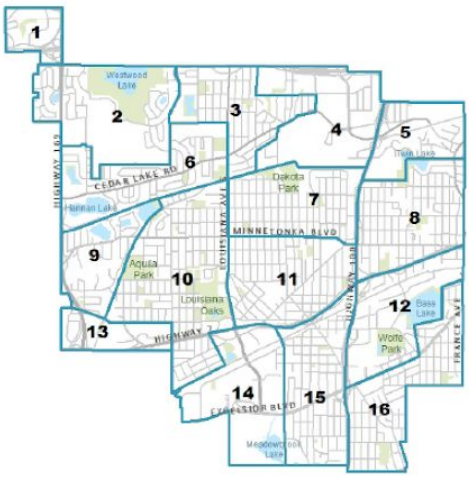
19. Which age ranges describe the age of children in your household? Please select **ALL** that apply.
- ☐ No children in the household
- ☐ 0 - 5 years
- ☐ 6 - 10 years
- ☐ 11 - 13 years
- ☐ 14 - 18 years

20. How many vehicles does your household have?
- ☐ No vehicles
- ☐ 1 vehicle
- ☐ 2 vehicles
- ☐ 3 or more vehicles

21. What is the closest intersection to your home? (e.g., 31st Avenue & Walnut Street)

_____ and _____

22. Using the map for reference, please write the number of the area in which you live.




Number of the area in which you live:_____

23. If you have any other thoughts or comments about sidewalks in St. Louis Park, please share them with us here.

"
_____
_____
_____
_____
_____
_____
_____"

***Thank you for taking the survey. We appreciate your feedback!***

*2. Demographics*

This section included questions regarding age, gender, race and ethnicity, educational attainment, household income, the number of vehicles in a household, disability status, employment status, and the number of children in the household, among others. The answer choices included in several of these questions were consistent with the US Census methodology for classifying demographics, race, and ethnicity. To get a better understanding of the survey results in relation to the respondents' geographic location, we asked respondents to identify the closest intersection to their home. We also included a numbered and demarcated map of St. Louis Park that we created based on land use patterns (see map in Figure 2), and asked respondents to answer with the corresponding number of the area in which their home was located. This section included a total of eleven questions and items. Except for the question that asked respondents to identify the closest intersection to their home, all other questions were required.

**2. Survey Administration**

We consulted with the City's Engineering Department about what methods and outlets would be best to distribute the survey and maximize survey participation. The City of St. Louis Park commonly uses online outlets such as social media and City news platforms in addition to email listservs to communicate with residents. As a result, we used online platforms and email listservs as the primary methods for survey dissemination. We also conducted focused outreach to increase survey response rate from specific subsets of the population. Focused outreach included door-to-door distribution of informational flyers and email outreach to apartment buildings. Survey responses were collected over four weeks, from March 1 through March 29, 2019.

*Primary Dissemination Methods*

a) **Online platforms**: The City of St. Louis Park disseminated the URL to our electronic survey through several of the City's official social media and communication outlets (see Figure 3), including:
    - Facebook,
    - Instagram,
    - Twitter, and
    - Nextdoor.


Figure 3: Survey URL posted on the City's Facebook Page

b) **Email listservs**: The City also disseminated the URL to our survey through several email listservs, including:
    - Neighborhood Organizations,
    - City News, and
    - City Manager's Digest.

Survey reminders were rolled out through the same communication outlets during the third week of survey administration.

*Focused Outreach*

a) **Door-to-door distribution of flyers**: To increase the survey response rate among specific subsets of the population, we distributed flyers that contained information about the survey along with a URL and QR code for accessing the survey online (see Figure 4) to single-family homes in St. Louis Park.


Figure 4: Flyer distributed to single-family homes

The locations for distributing flyers were selected based on the following criteria:

- Proximity to commercial areas,
- Areas with sidewalks on at least one side of the street,
- Areas with no sidewalks,
- Areas with predominantly white residents,
- Areas with predominantly non-white residents,
- Areas with a typical grid street pattern, and
- Areas with a suburban, curvilinear street pattern.

A total of 337 flyers were distributed across two days during the first week of survey administration by attaching a flyer to the front door of each home. Figure 5 depicts the streets we

flyered in St. Louis Park.

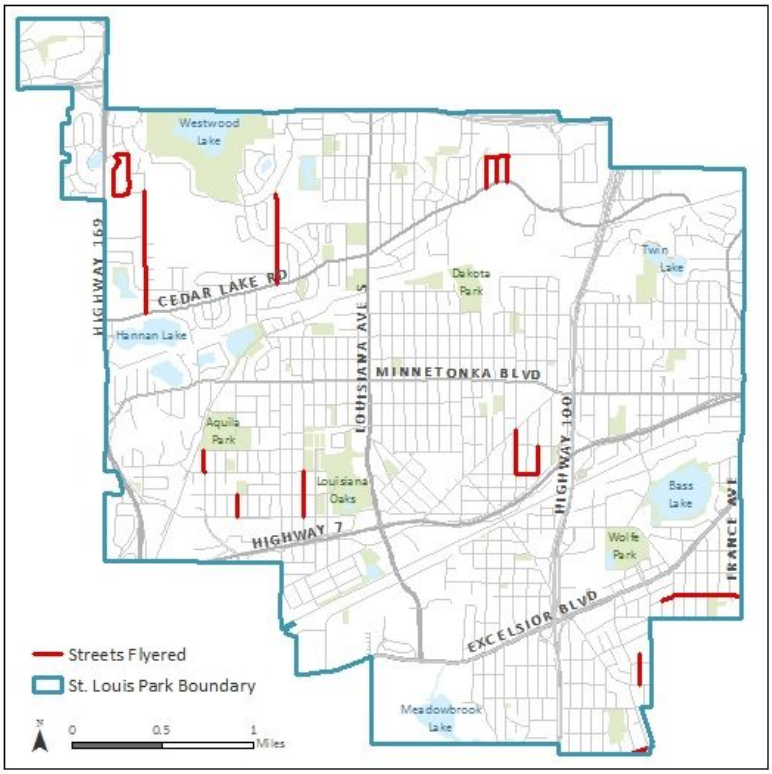



Figure 5: Map of streets flyered

b) **Email outreach to apartment buildings**: To solicit input from residents of multifamily dwellings, we sent emails to seventeen apartment buildings across St. Louis Park. We asked that each apartment share the URL to our survey with their residents by email or display the survey flyer on their premises. Of the apartment buildings we contacted, one agreed to share the survey with their residents. This effort was carried out during week two of survey administration to supplement the door-to-door distribution of flyers at single-family homes.

c) **Paper surveys**: Each dissemination method and focused outreach effort informed respondents of the opportunity to request an alternative format of the survey. Printed copies of the survey were made available to the public at St. Louis Park City Hall.

*Sampling and limitations*

Our survey dissemination methods did not guarantee a random sample of respondents. We chose to disseminate our survey online because it was a convenient and cost-effective way of getting a large number of responses within a short period of time. However, there were limitations to

using an online survey. The survey was primarily disseminated via selected social media platforms and other online outlets; therefore, we were not able to construct random and representative samples of the population. Studies have shown that online survey respondents are more likely to be regular internet users; those interested, informed, and concerned about the topic; and those who hold stronger and more extreme viewpoints than others.[5] Additionally, we purposefully selected geographic areas for distributing flyers and particular apartment buildings for sharing the survey based on specific criteria. For these reasons, the results we obtained from the survey cannot be generalized to the entire population of St. Louis Park. The results do, however, reflect a wide range of opinions held about sidewalks by residents in St. Louis Park.

*Survey revision during administration*

During the first week of survey administration, City staff received several comments from respondents about there not being a *Not Applicable* option for the question: "Which of the following types of transportation have you used in the past year to get to the following destinations? Please select ALL that apply." While we had already provided *Not Applicable* as an answer option for this question, we realized that the last three answers, *Uber/Lyft*, *Taxi*, and *Not Applicable,* were not fully visible to those taking the survey on a computer and that these survey-takers had to scroll horizontally to view these answers. Because some respondents were unable to fully complete the question without selecting "*Not Applicable"* when necessary, they were also unable to proceed to the next question. Therefore, at the start of the second week of survey administration, we revised the prompt in this question to read: "Please select ALL that apply and scroll for all options, including Not Applicable." Following this change, City staff did not receive further complaints.

**3. Data Analysis**

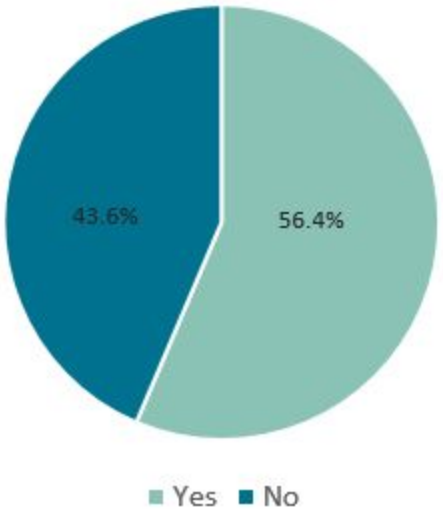
We received a total of 809 survey responses; however, only 624 responses were included in our analysis. Survey responses that did not include answers to all required questions were removed from the analysis. We analyzed the responses to the closed-ended questions in Microsoft Excel. We also received 383 responses to the open-ended question, "If you have any other thoughts or comments about sidewalks in St. Louis Park, please share them with us here." Analysis of open-ended questions require a different procedure than analysis of closed-ended questions. We used NVivo, a computer-aided qualitative data analysis software to help us identify common topics across the responses we received for the open-ended question.

[5] Kaye, B. & Johnson, T. (1999). Research methodology: Taming the cyber frontier. *Social Science Computer Review, 17*(3), 323-337. doi: 10.1177/089443939901700307.

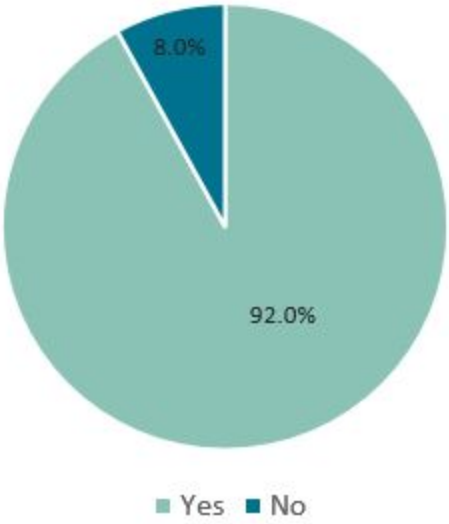
## 4. Presentation of Findings

The analyzed survey responses to the closed- and open-ended questions are included below. Unless otherwise noted, the number of survey responses for each question was 624.

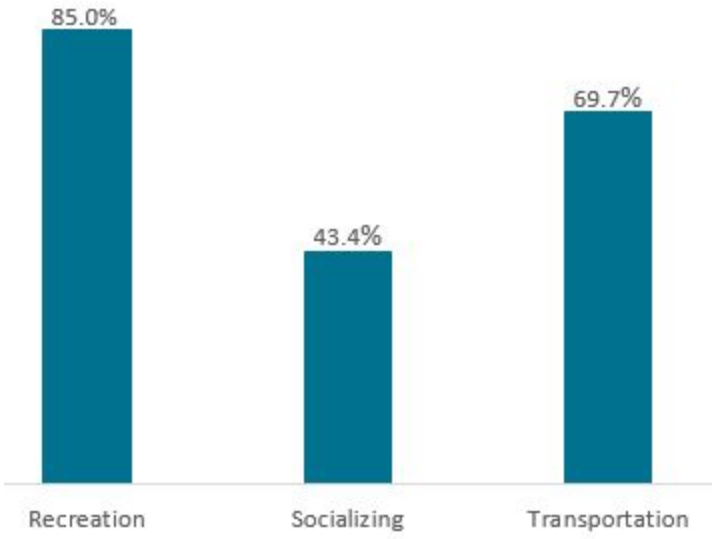
**Question 1: Do you live on a street with sidewalks?**



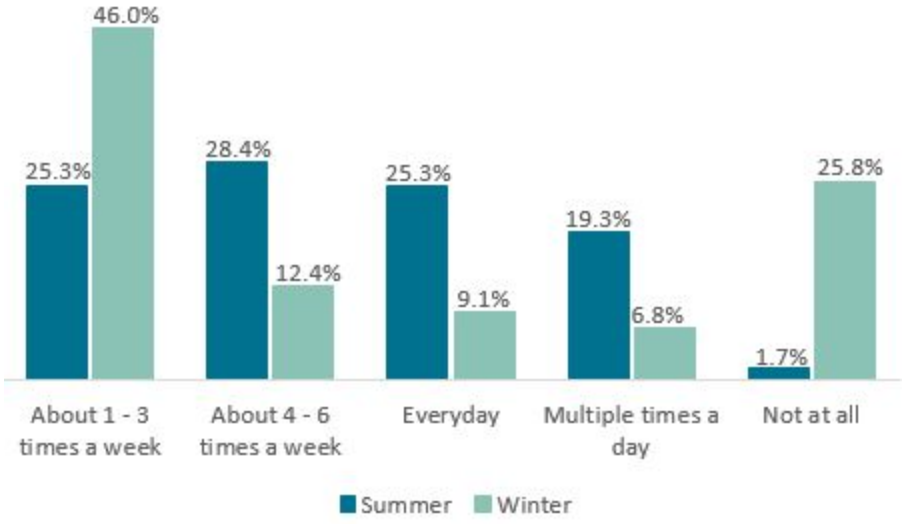

**Question 2: Do you use sidewalks in St. Louis Park?**



**Question 3: What do you use sidewalks for? Please select ALL that apply.**




**Questions 4 and 5: How often do you use sidewalks during a typical week in the summer? Please select ONE answer and How often do you use sidewalks during a typical week in the winter? Please select ONE answer.**



**Question 6: Why do you not use sidewalks? Please select ALL that apply.**

| | |
|---|---|
| Other (Please specify) | 48% |
| Sidewalk surfaces are uneven, broken, or covered with debris | 38% |
| I do not like to use sidewalks | 30% |
| Sidewalks do not connect to the places I want to go to | 30% |
| Sidewalks are blocked by barriers such as vehicles, trash cans, vegetation, snow, utility poles, mailboxes, benches, etc | 22% |
| There are many dead end sidewalks | 16% |
| There is not enough space between the sidewalks and the roadway | 8% |
| Sidewalks are not accessible to people with disabilities | 6% |
| There are not enough signs to help pedestrians find important destinations or know where to walk | 4% |
| There are not enough streetlights | 4% |
| Sidewalks are not wide enough for people to walk/use mobility aid | 2% |

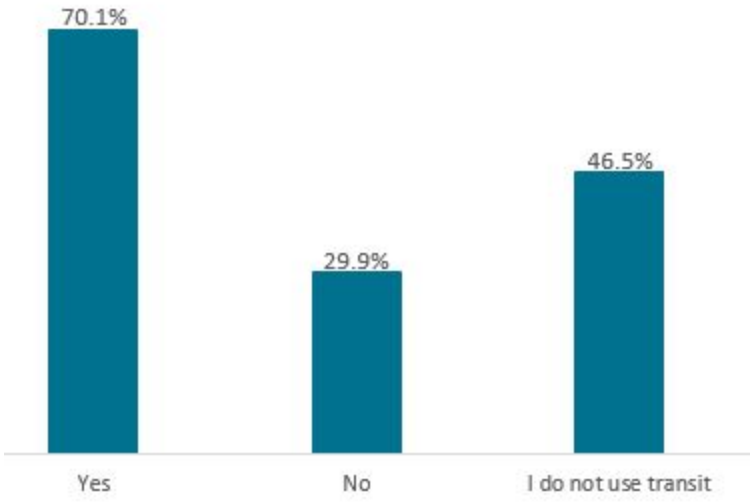
*Number of survey respondenses was 50

Responses to the "Other" answer category included the following comments:

| |
|---|
| When the city wants to add sidewalks, the boulevard is 6 feet and the sidewalks is 5 feet encroaching on your front step. Some properties are simply not big enough to keep that privacy. |
| they are harder on the feet than the stret |
| There are not any in my area |
| There are no sidewalks in our neighborhood. |
| SLP is too spread out for walking to be practical. |
| Sidewalks are too slippery and covered with ice and snow. The best intentions and spending of homeowners is not enough due to constant melting and snow plows. If the city plowed the sidewalks they would be more safe and useable. |
| People still use the streets. |
| Not enough room for our family and dogs to walk together. We just walk on the street. On busy streets, like Texas, we definitely use sidewalks. |
| No sidewalks in my immediate area. |
| My wife doesn't like them and I prefer to walk with her. |
| My neighborhood doesn't have them and we like it that way. |

| |
|---|
| My block is the only one with a sidewalk between Walker and Oak Hill park. In the winter it ls a nuisance to have to keep shoveling and in the summer has huge amounts of traffic.. At my age it is a nuisance to keep shoveling and deicing and is nothing |
| Just moved and all the sidewalks have been covered in snow |
| I ride a bicycle. I use sidewalks rarely and not for walking for transportation. |
| I prefer to walk on the grass in summertime, and NOT have to walk on sidewalks that haven't been shoveled well in the winter |
| I live in a long dead end street where there are no sidewalks. I rarely walk outside this area when I do walk |
| I I drive to places and seldom use sidewalks |
| I drive everywhere I need to go. |
| I drive everywhere |
| I don't walk much. |
| Bikes aren't allowed on sidewalks |

**Question 7: If you use transit, can you get to transit stops via sidewalks?**



**Question 8: Which of the following types of transportation have you used in the past year to get to the following destinations? Please select ALL that apply and scroll for all options, including Not Applicable.**

| | Walk/Use Mobility Aid | Bicycle | Shared Bicycle/Scooter | Bus/Train | Personal Vehicle | Carpool | Uber/Lyft | Taxi | Not Applicable |
|---|---|---|---|---|---|---|---|---|---|
| **Community Centers** | 15.1 | 15.0 | 0.7 | 2.0 | 40.8 | 2.9 | 2.3 | 0.2 | 21.0 |
| **Daycare** | 4.8 | 3.1 | 0.1 | 0.3 | 23.1 | 0.4 | 0.3 | 0.3 | 67.6 |
| **Grocery Stores** | 20.0 | 15.1 | 0.9 | 1.5 | 59.6 | 1.9 | 0.7 | 0.1 | 0.3 |
| **Libraries** | 16.9 | 14.9 | 0.6 | 1.3 | 49.7 | 1.2 | 0.4 | 0.0 | 15.0 |
| **Medical Services** | 8.4 | 4.1 | 0.3 | 1.7 | 75.8 | 1.6 | 2.0 | 0.3 | 5.7 |
| **Parks** | 37.8 | 23.9 | 1.8 | 1.1 | 30.4 | 2.3 | 0.5 | 0.0 | 2.3 |
| **Places of Worship** | 7.2 | 3.0 | 0.0 | 0.1 | 46.4 | 1.6 | 0.1 | 0.0 | 41.4 |
| **Restaurants/Bars** | 21.2 | 13.7 | 0.9 | 3.7 | 41.0 | 6.2 | 12.2 | 0.8 | 0.3 |
| **Retail Shops*** | 21.9 | 14.8 | 0.8 | 3.4 | 52.3 | 3.6 | 2.1 | 0.2 | 1.0 |
| **School** | 9.3 | 6.8 | 0.8 | 6.8 | 26.1 | 1.4 | 1.0 | 0.1 | 47.9 |
| **Work** | 5.9 | 12.9 | 0.3 | 8.0 | 52.5 | 3.9 | 3.7 | 0.2 | 12.6 |

*Other than grocery stores

**Question 9: Which type of transportation do you use the most to get to the following destinations? Please select ONE type of transportation for each destination.***

| | Walk/Use Mobility Aid | Bicycle | Shared Bicycle/Scooter | Bus/Train | Personal Vehicle | Carpool | Uber/Lyft | Taxi | Not Applicable |
|---|---|---|---|---|---|---|---|---|---|
| **Community Centers** | 9.6 | 4.2 | 0.0 | 0.3 | 52.9 | 0.8 | 0.0 | 0.0 | 32.2 |
| **Daycare** | 1.1 | 0.0 | 0.0 | 0.0 | 21.5 | 0.0 | 0.0 | 0.0 | 77.4 |
| **Grocery Stores** | 4.2 | 1.0 | 0.0 | 0.5 | 93.6 | 0.6 | 0.2 | 0.0 | 0.0 |
| **Libraries** | 12.2 | 4.8 | 0.0 | 0.2 | 62.3 | 0.2 | 0.0 | 0.0 | 20.4 |
| **Medical Services** | 2.1 | 0.5 | 0.0 | 0.5 | 91.0 | 0.6 | 0.3 | 0.0 | 5.0 |
| **Parks** | 61.7 | 10.1 | 0.0 | 0.2 | 22.6 | 0.6 | 0.0 | 0.0 | 4.8 |
| **Places of Worship** | 4.6 | 0.6 | 0.0 | 0.0 | 46.8 | 0.6 | 0.2 | 0.0 | 47.1 |
| **Restaurants/Bars** | 5.4 | 2.1 | 0.0 | 0.5 | 81.9 | 1.1 | 8.2 | 0.0 | 0.8 |
| **Retail Shops*** | 3.7 | 1.6 | 0.0 | 0.2 | 92.5 | 0.5 | 0.2 | 0.0 | 1.4 |
| **School** | 2.7 | 1.1 | 0.0 | 5.9 | 24.0 | 0.2 | 0.0 | 0.0 | 66.0 |
| **Work** | 1.9 | 1.9 | 0.0 | 4.6 | 71.0 | 0.6 | 0.0 | 0.2 | 19.7 |

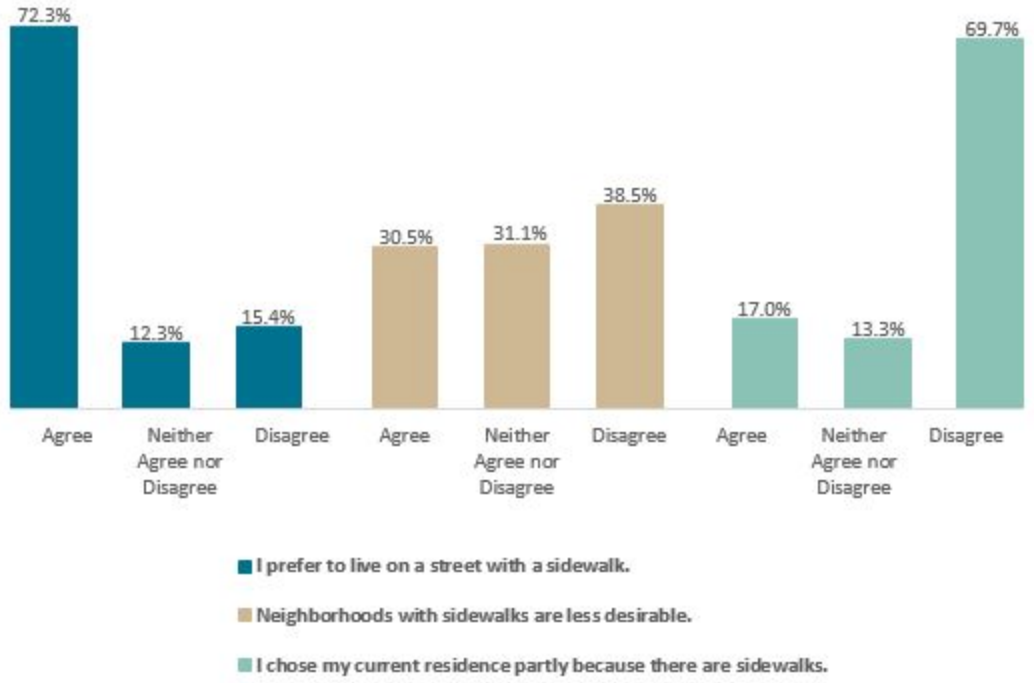
*Other than grocery stores

**Question 10: If you could use any type of transportation, what type of transportation would you prefer to use to get to the following destinations? Please select ONE type of transportation for each destination.***

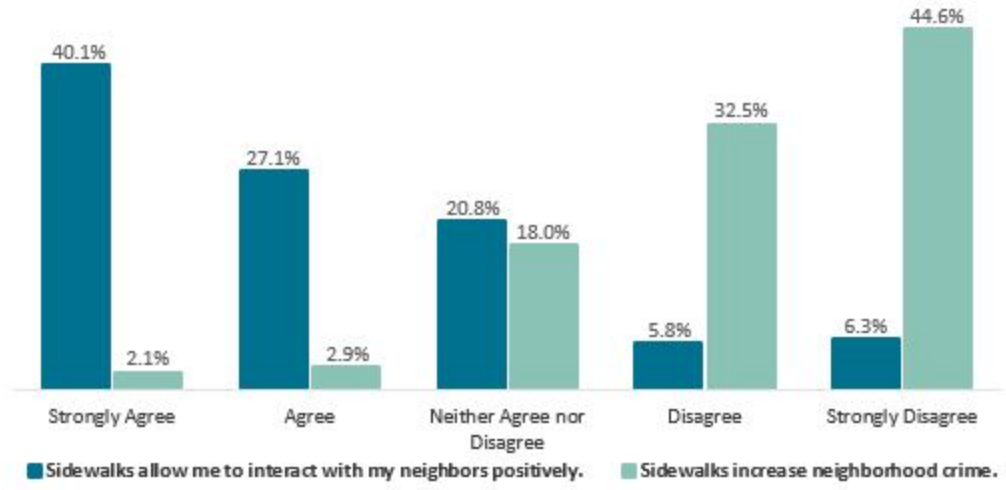
| | Walk/Use Mobility Aid | Bicycle | Shared Bicycle/Scooter | Bus/Train | Personal Vehicle | Carpool | Uber/Lyft | Taxi | Not Applicable |
|---|---|---|---|---|---|---|---|---|---|
| **Community Centers** | 28.7 | 18.6 | 0.6 | 3.8 | 26.9 | 0.3 | 0.2 | 0.0 | 20.8 |
| **Daycare** | 7.2 | 4.5 | 0.0 | 1.3 | 17.1 | 0.2 | 0.0 | 0.2 | 69.6 |
| **Grocery Stores** | 18.3 | 13.8 | 0.5 | 2.9 | 63.9 | 0.5 | 0.0 | 0.0 | 0.2 |
| **Libraries** | 34.9 | 21.8 | 0.5 | 5.0 | 25.0 | 0.3 | 0.0 | 0.0 | 12.5 |
| **Medical Services** | 12.7 | 9.5 | 0.0 | 4.5 | 68.1 | 0.5 | 0.5 | 0.2 | 4.2 |
| **Parks** | 65.4 | 19.1 | 0.0 | 1.3 | 11.7 | 0.2 | 0.2 | 0.0 | 2.2 |
| **Places of Worship** | 17.0 | 5.0 | 0.2 | 3.0 | 32.2 | 1.1 | 0.0 | 0.0 | 41.5 |
| **Restaurants/Bars** | 38.0 | 11.7 | 0.3 | 8.0 | 32.5 | 0.3 | 7.4 | 0.2 | 1.6 |
| **Retail Shops*** | 27.1 | 11.7 | 0.0 | 7.4 | 51.8 | 0.5 | 0.3 | 0.0 | 1.3 |
| **School** | 13.5 | 5.8 | 0.0 | 5.6 | 13.5 | 0.5 | 0.0 | 0.2 | 61.1 |
| **Work** | 9.6 | 16.0 | 0.0 | 17.0 | 35.1 | 1.9 | 0.0 | 0.0 | 20.4 |

*Other than grocery stores

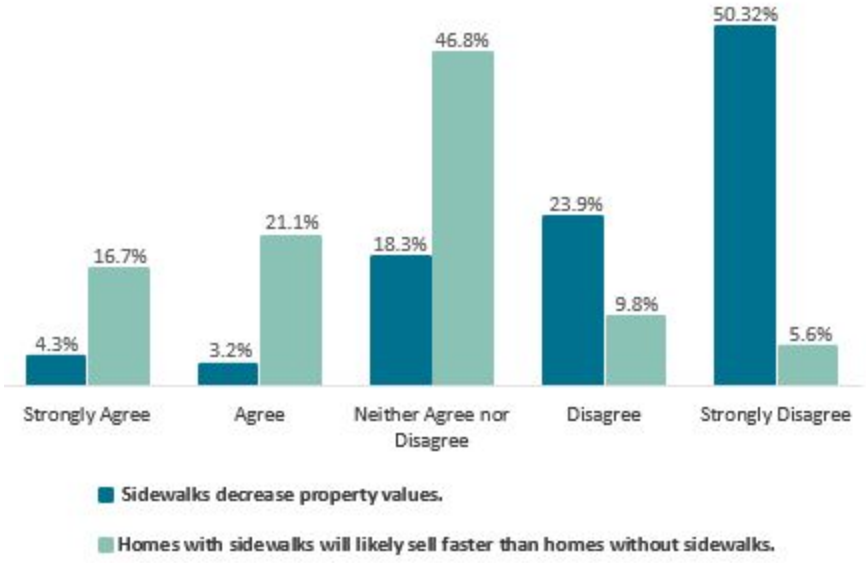
**Question 11 - Items 1, 2 & 8:**



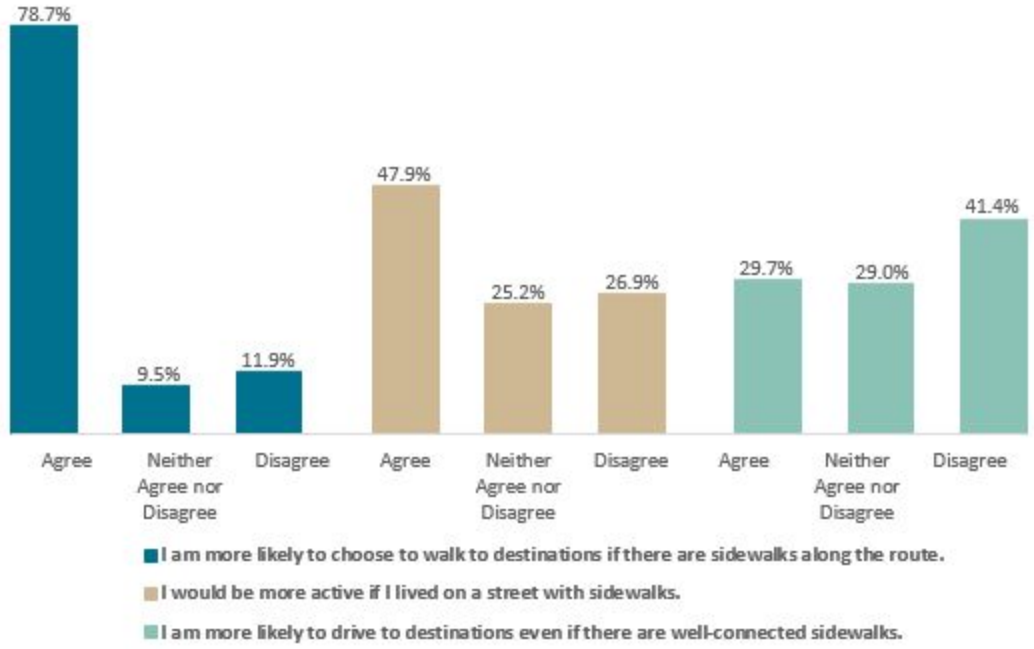
**Question 11 - Items 4 & 7:**



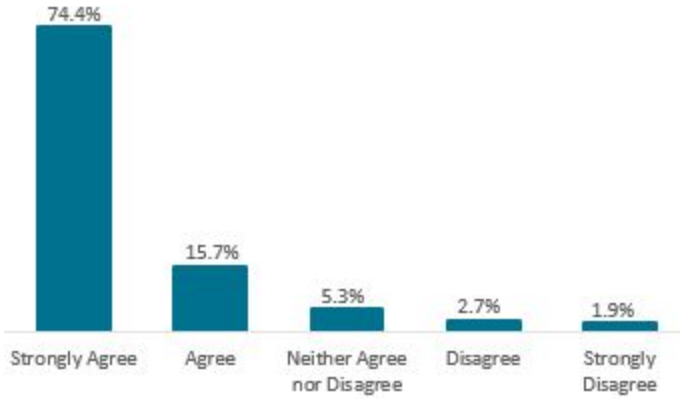

**Question 11 - Items 5 & 9:**



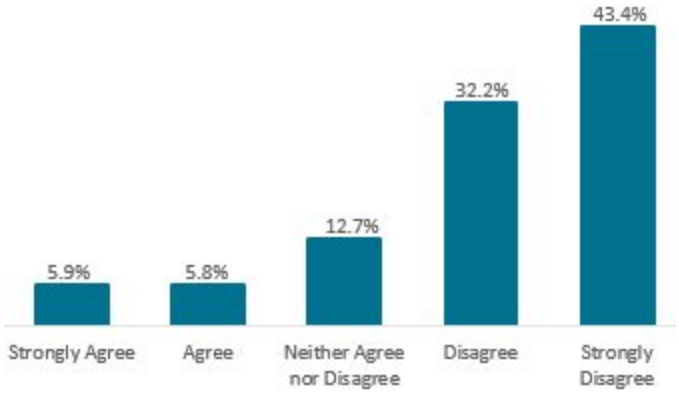
**Question 11 - Items 3, 10 & 11:**



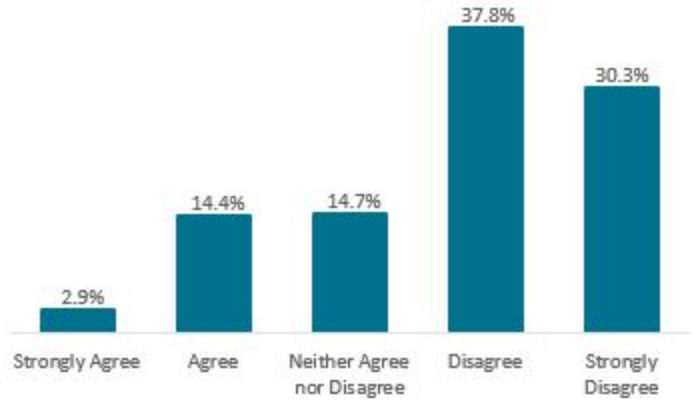

**Question 11 - Item 6: I feel more safe from traffic while walking on the sidewalk than while walking on the road.**



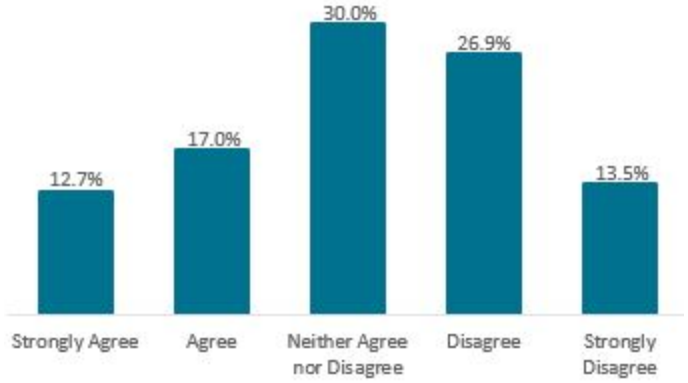
**Question 11 - Item 12: Sidewalks decrease neighborhood beauty.**



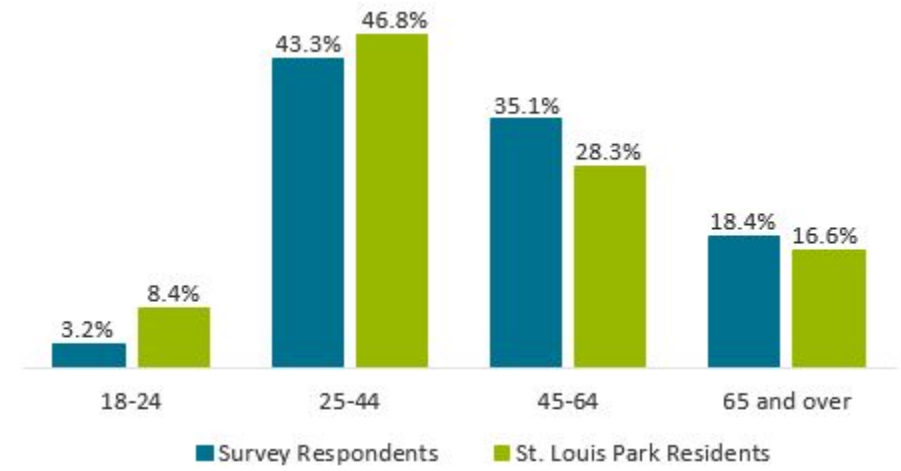

**Question 11 - Item 13: I often use 'unofficial' ways to walk to destinations (e.g. private property, cut-throughs, railroad crossings, gap fences, etc.).**



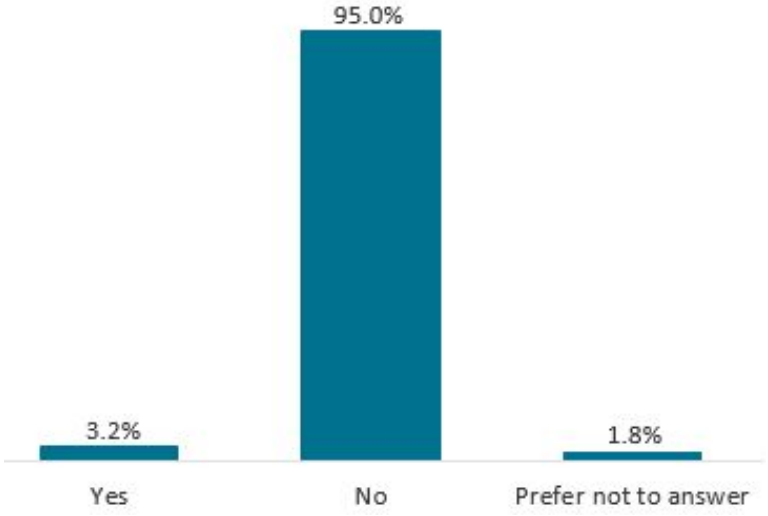

**Question 11 - Item 14: It is not worth having a sidewalk without street trees or vegetation.**



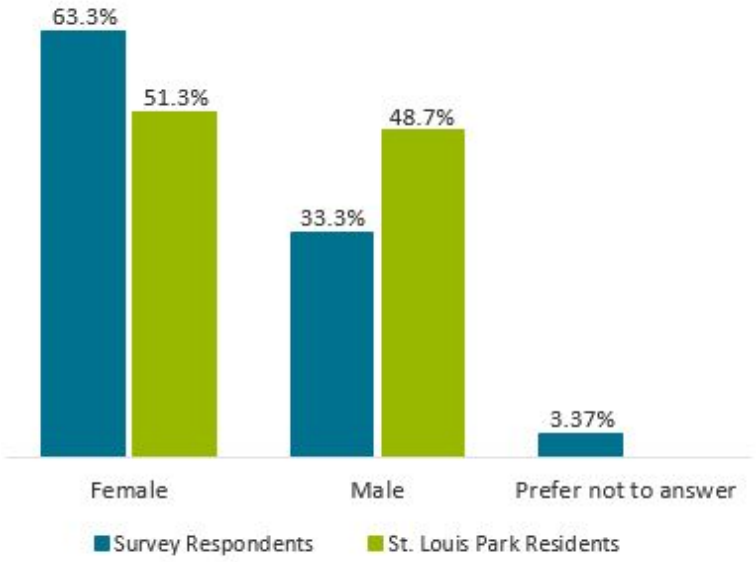
**Question 12: What is your age?**



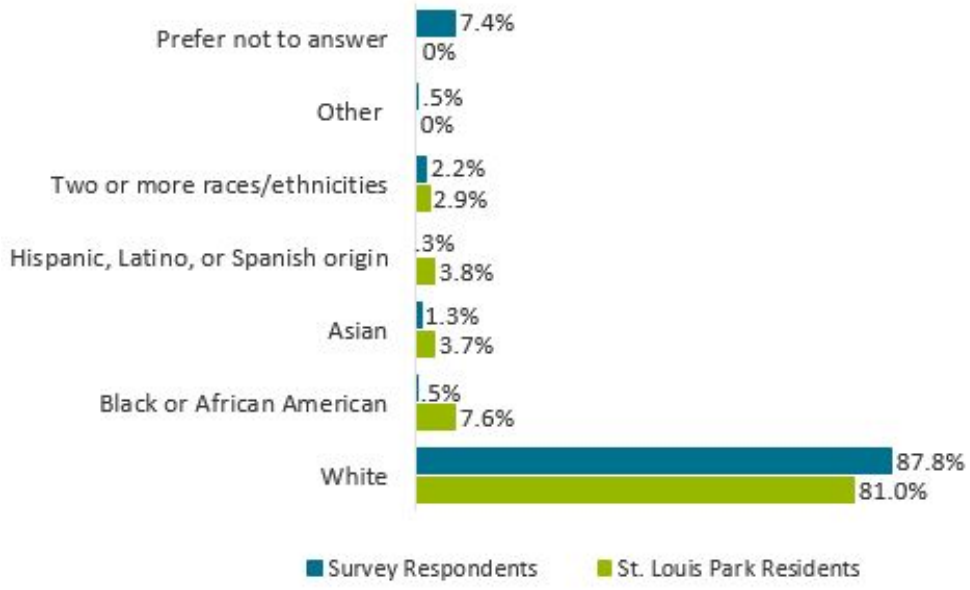

**Question 13: Are you living with a disability that impacts your use of sidewalks?**



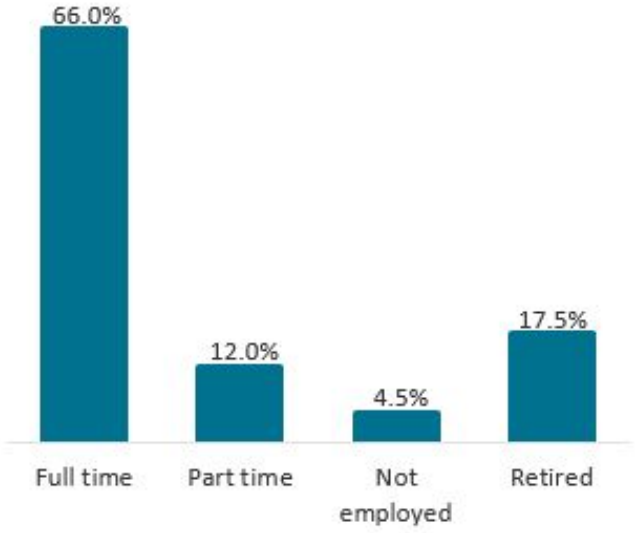
**Question 14: Which gender do you identify with?**



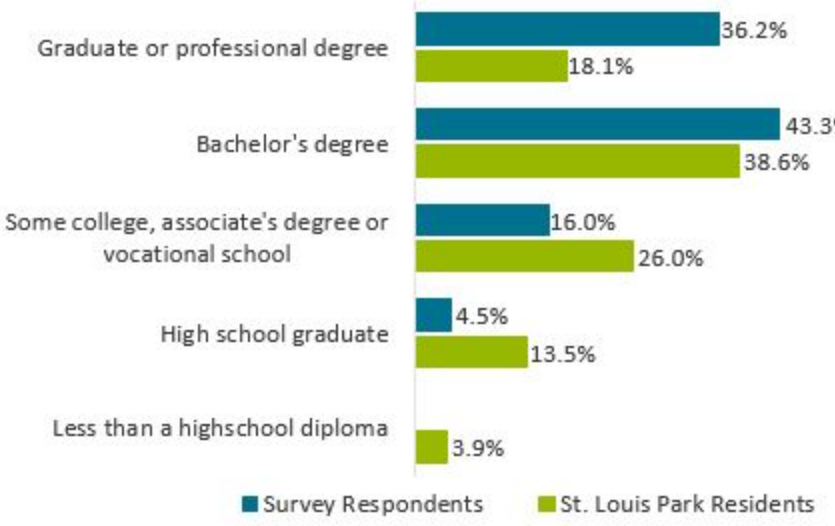

**Question 15: Which race/ethnicity do you identify with? Please select ALL that apply.**



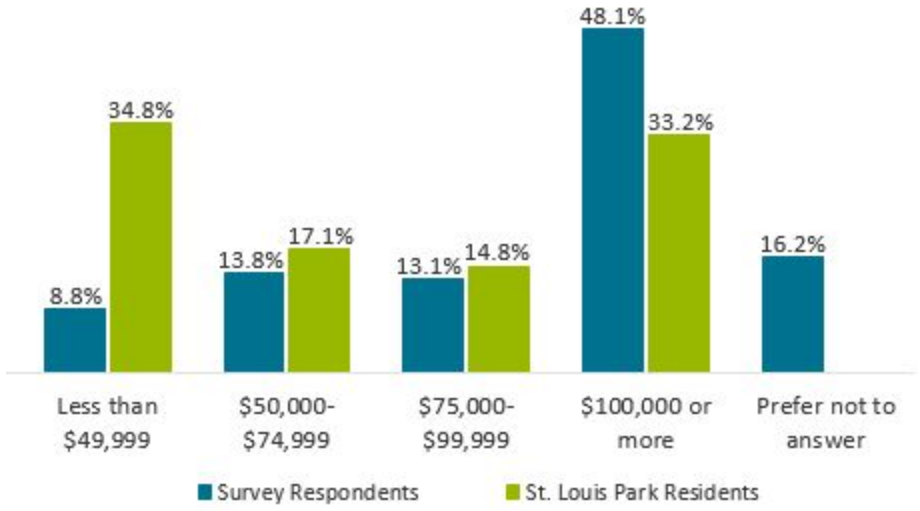
**Question 16: What is your employment status?**



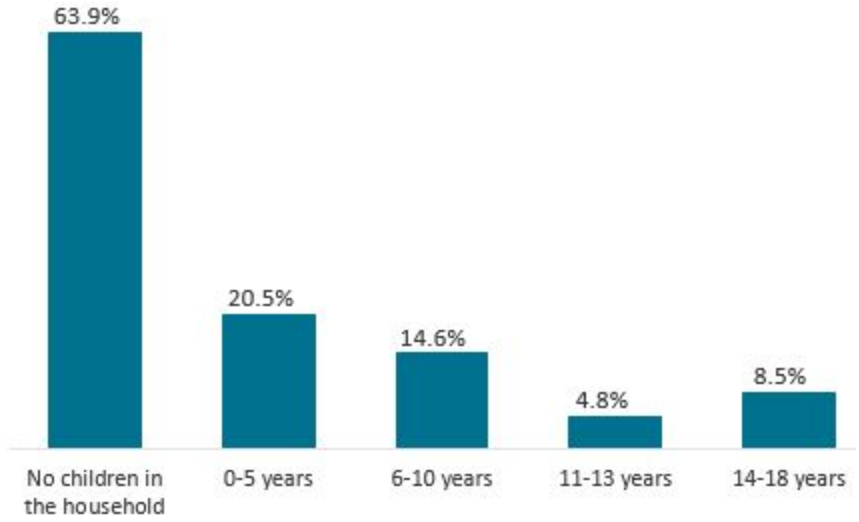

**Question 17: What is the highest level of education you have completed?**



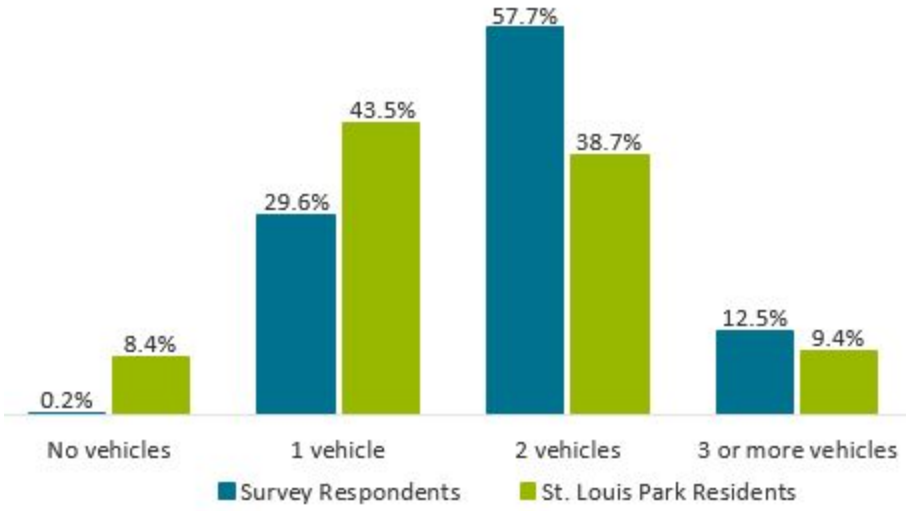
**Question 18: What is your household income?**




**Question 19: Which age ranges describe the age of children in your household? Please select ALL that apply.**



**Question 20: How many vehicles does your household have?**

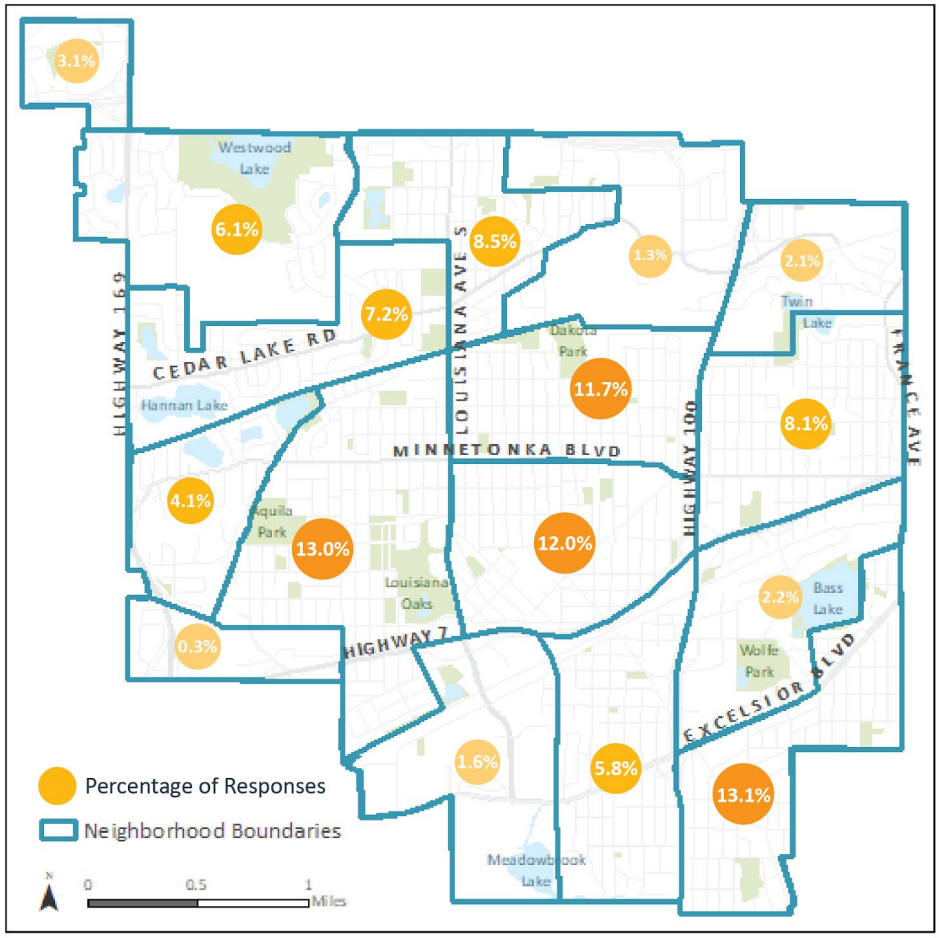



**Question 21: What is the closest intersection to your home?**

The 594 responses we received are included in Table 1, and can be found at the end of the memo on page 28.

**Question 22: Using the map for reference, please write the number of the area in which you live.**

The following map shows the percentage of responses we received from each area that we identified.

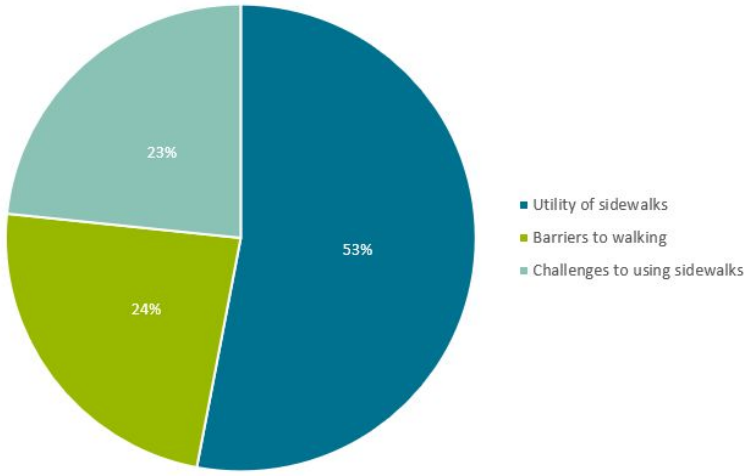



**Question 23: If you have any other thoughts or comments about sidewalks in St. Louis Park, please share them with us here.**

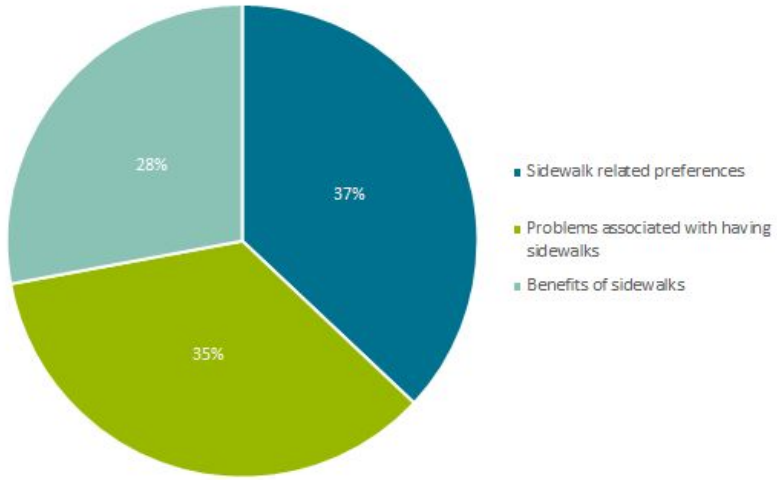
The 381 responses we received are included in Table 2, and can be found at the end of the memo on page 52.

We grouped the 381 comments under two main themes: (1) Impact on travel behaviors and (2) Perceptions of sidewalks. People equally talked about the impact of sidewalks on their travel behavior (317 comments) and about their perceptions of sidewalks (319 comments).

The categories “Challenges to using sidewalks,” “Barriers to Walking,” and “Utility of Sidewalks” were grouped under the theme “Impact on travel behaviors.”




The categories “Benefits of sidewalks,” “Problems associated with having sidewalks,” and Sidewalk-related preferences were grouped under the theme “Perceptions on Sidewalks.”




A list of all topics, the number of comments categorized under each topic, their descriptions, and a comment that illustrates a typical response categorized under each topic can be found at the end of the memo on page 91.

Table 1: Responses to Question 21: What is the closest intersection to your home?

| **Street 1** | **Street 2** |
|---|---|
| Minnetonka Blvd | Kentucky Ave S |
| Minnetonka Blvd | 29th |
| Excelsior Blvd | Meadowbrook Blvd |
| 41st Street | Salem Avenue |
| 27th | Georgia |
| Brook ave | 43 1/2 st |
| Kentucky Ave | Cedar Lake Rd |
| Dakota | Cedar lake |
| Wooddale | Excelsior |
| Salem | 41st street |
| 32nd library lane | Kentucky |
| 39th Street | Joppa |
| Minnetonka Blvd | Louisiana Ave S |
| Edgewood ave s | 29th st |
| 28th Ave | Monterey Parkway |
| 24th Street | Quebec Ave |
| Idaho | 1st |
| 28th | Ottawa |
| Library Lane | 1st st SW |
| Cedar Lake Road | Sumter Ave S |
| Utica Ave. & 41st St. | Vernon Ave. and Excelsior Blvd. |
| Monterey Parkway | W 28th Street |
| W 29th St | Natchez Ave |

| | |
|---|---|
| 3906 | |
| 31st st. | georgia ave. |
| 25th | Monterey |
| Rhode Island | Cedar Lake Road |
| Westwood Hills Drive | Westwood Hills Curve |
| Utica Ave S | 27th Street |
| 39th St | Monterey Ave |
| 39th Street | Monterrey Ave |
| Minnetonka Blvd | Colorado Ave |
| 36th | Wooddale Ave S |
| Wooddale Ave S | 36th |
| Minnetonka | Quebec |
| 34th Street | Zinran ave |
| 26 st | Georgia ave |
| Cedar Lake Rd | Boone Ave S |
| Rhode Island Ave s | Walker St |
| Raleigh Ave | 28th Street |
| Nevada Ave S | 31st St |
| 34th | Virginia |
| Library Lane | 1st Ave |
| Toledo | 26th |
| Colorado Avenue South | Dakota Avenue South |
| Cedar Lake Road | Louisianna Ave |
| Alabama Ave S | 41st Street |
| Lynn Ane | Minnetonka |

| | |
|---|---|
| Kentucky Ave s | 32 |
| Sumter ave | 28  th street |
| Hampshire | Wayzata |
| General Mills | Wayzata blvd |
| 27th | Verny |
| Hampshire Ave s | 33rd street |
| Shelard Parkway | Ford Road |
| Florida Ave S | Minnetonka Blvd |
| Flag Ave | Minnehaha Circle |
| Park Glen Rd | Beltline Blvd |
| Park Glen Rd | Beltline Blvd |
| Inglewood Ave S | Cedar Lake Ave |
| Oregon | 18th |
| Cavell | 24th ave s |
| Lynn | Vallacher |
| Virginia | Westwood Hills |
| Utica | 41 |
| Franklin Ave | Maryland Ave |
| Excelsior blvd | Louisiana ave |
| Decatur Ave. & Club | Cedar lake road and flag avenue |
| 31st & IdahoAve S | Minnetonka blvd & Idaho Ave S |
| Cedar lake road | Natchez ave |
| 34th | Aquila Ave S |
| Lake st | Yosemite ave s |
| Texas | Texas Circle |

| | |
|---|---|
| Sumter Ave S | 23rd St |
| Westwood Hills Drive | Westwood Hills Curve |
| 29th St W | Aquila |
| Kentucky Ave S | 29th Street |
| Brunswick | 34th St West |
| Rhode Island Ave S | 31St St S |
| Basswood Street | France Avenue |
| Cedar lake road | Louisiana |
| W 25th | Joppa |
| Wyoming Ave | 35th Street |
| Hwy 100 | Minnetonka |
| 28th street | Brunswick |
| Westwood Hills Dr | Westwood Hills Curve |
| Zarthan | Cedar Lake |
| 29th street | Idaho Avenue |
| Yosemite | Hamilton |
| minnetonka blvd | hillsboro |
| 42 | Yosemite |
| 26 | Salem |
| 31st street | Aquila Ave |
| 33rd | Edgewood |
| Louisiana | 18th |
| Princeton Avenue | 40th Street |
| Colorado | |
| 29th | Sumter |

| | |
|---|---|
| Colorado | Wayzata blvd |
| 31st st | Florida ave |
| 16th | Melrose |
| 22nd lane | 169 |
| Minnetonka blvd | Idaho ave |
| Quebec Ave S | 24th St |
| Minnetonka Blvd | Princeton Ave |
| Minnetonka | Louisiana |
| 26th St | Jersey |
| Blackstone | Minnetonka |
| 34th Street | Decatur Lane |
| Wooddale | 40th St |
| Wooddale | 40th Street |
| Yosemite | Cambridge |
| Beltline | Park Glen |
| 28th street | Colorado ave |
| 42nd | Browndale |
| Walker | Rhode Island |
| 31st | Dakota ave |
| Minnetonka | ottawa |
| Ottawa Ave S | Minnetonka Blvd |
| 36th St | Xenwood Ave S |
| Ottawa Ave S | W 31st St |
| Alabama Ave S | Oxford Street |
| W 42nd St | Yosemite Ave S |

| | |
|---|---|
| West Lake Street | Brunswick Avenue |
| Excelsior BLVD | Quintin |
| Wayzata Boulevard | Louisianna |
| Natchez | 39th |
| Wooddale ave. | W 40th St |
| Lake | Yosemite |
| Rhode Island | 36th |
| Grand Way | Park Commons Drive |
| Edgewood Avenue | Minnetonka Blvd |
| Flag Avenue | Stanlen Road |
| 16th | Dakota |
| Minnetonka | Hampshire |
| 42nd St | Xenwood Ave |
| 27th | Alabama |
| cedar lake road | burd place |
| Jersey | Minnetonka blvd |
| Louisiana Avenue | Minnetonka Blvd. |
| xenwood Ave south | 28th Street |
| 40th St | Quentin |
| Zarthan avenue S | East Lake street |
| Lake & Webster | |
| 27th | Utica Ave s |
| Westwood Hills Dr | Westwood Hills Curve |
| 14th | Kentucky Ave S |
| Vernon | 28th |

| | |
|---|---|
| 16th | Melrose |
| Texas | Cambridge |
| Wooddale | Morningside Road |
| Alabama Ave | Minnetonka Blvd |
| Maryland Avenue South | 14th Street |
| 40 | Kipling |
| Yosemite | 27th Ave S |
| Vernon ave | 26 th |
| 29th St | Blackstone Ave |
| 26th street west | Jersey Ave so |
| Salem | 29th |
| Aquila Ave S | 31st |
| 39th | Kipling |
| Brunswick | 31st |
| 27th St | Webster Ave |
| 36th street | Texas |
| Edgewood Ave S | 27th Street |
| Minnetonka blvd | Kentucky Ave S |
| Minnetonka Blvd | Ensign Ave |
| Brookview | Colorado |
| Cedar Lake | Oregon Ave s |
| sumter ave | 28th street |
| 43-1/2 | Brook |
| 34th | Texas |
| Dakota | Lake Street |

| | |
|---|---|
| Wooddale Ave. S. | 40th Ave. |
| Oregon Ave | W 18th Street |
| 16th & Kentucky | Louisiana |
| Sumter Ave S | 29th |
| Melrose | Melrose |
| Westwood hills drive | West 18th Street |
| Woodale Ave | Excelsior |
| Kipling | 40 |
| 28th | Utica |
| Xenwood Avenue South | 41st Street |
| Virginia Avenue South | Cedar Lake Road |
| 42nd | Brookside |
| 41 | Quentin |
| Kentucky | 31sy |
| Xenwood Ave | 29th St |
| 28th | Hampshire |
| Morningside Rd | Wooddale Ave |
| Minnetonka blvd | Louisiana |
| 34th St S | Yukon Ave |
| Glenhurst Avenue | 37th |
| Quentin Ave | 29th Street |
| Ridge Drive | Cedar Lake Road |
| ottawa ave s | 16th street |
| 25th St | Joppa |
| virginia circle south | cedar lake road |

| | |
|---|---|
| W. 31st | Rhode Island Ave S |
| Huntington | Sunset |
| West 34th | Aquila lane |
| Dakota ave s | Colorado ave s |
| Texas Avenue | Wayzata |
| Louisiana | Cedar Lake Road |
| Natchez | 31st |
| 41st st | Xenwood Ave |
| 18th st | Pennsylvania ave S |
| 16th St | Hampshire |
| 41 st St | Yosemite |
| 32nd and idaho | 31 and idaho |
| Cedar lake road | Texas Avenue |
| Toledo Ave South | 41st. |
| W 32nd St. | Oregon Ave S |
| Raleigh Avenue | 41st Street |
| 33rd | sumter |
| Brook ave | 43 1/2 st |
| 26th street | Quentin |
| Jersey ave | 18th street |
| Texas Ave S | Franklin Ave |
| Wayzata Blvd | Utica Ave |
| Eliot view road | Hampshire |
| France ave s | Hwy 7 service road |
| Minnetonka Blvd | Zarthan Avenue S |

| | |
|---|---|
| 38th St | Joppa Ave So |
| Yosemite ave s | 33rd St w |
| Minnetonka blvd | 29th |
| Walker St | W 37th St |
| 44th Street | Brook Avenue |
| Sumter | 32 1/2 |
| browndale ave | morningside |
| 18th St. | Jersey Ave |
| Cedar Lake Rd | Flag Ave S |
| 25th | Monterey Ave |
| Raleigh Ave | 28th Street |
| 16th Stree | Pennsylvania |
| 29th | Natschez |
| Kentucky Ave | 14th st |
| 31st | Nevada S |
| 26th | Hampshire |
| 41st st | Yosemite ave |
| 25 1/2 Street | Vernon |
| Pennsylvania Avenue | Lake Street |
| 29th | Louisiana ave |
| 42nd | Ottawa |
| 33rd St | Florida Ave. |
| cedar lk | pike pl |
| Brunswick | Wooddale |
| 27th street | raleigh |

| | |
|---|---|
| 42nd st | Salem ave |
| 32nd & Alabama | Minnetonka & Alabama |
| Alabama | Excelsior Blvd |
| Excelsior boulevard | Zarthan |
| 33rd Ave | Florida Ave |
| Library Lane | 1st St NW |
| Texas | 31st |
| Louisiana Ave | Cedar Lake Rd |
| Highwood Rd | Glenhurst Rd |
| Excelsior Blvd | Zarthan Avenue |
| Yukon Ave. S | Cedar Lake Road |
| W 36 1/2 st | Monterrey |
| Xenwood | 27 |
| 29th | Webster Ave S |
| Florida Ave | Minnetonka Boulevard |
| 20th St & Jersey Avenue S | |
| 28 Street | Jordan Ave |
| 25th Street West | 26th Street W |
| 41st | Brookside |
| Colorado Ave S | Cedar Lake Road |
| Minnetonka Blvd | Louisiana Ave |
| Pennsylvania Ave | Minnetonka Blvd |
| Toledo | Morningside+ |
| 31st | Quebec |
| Parkwoods | Hwy 100 frontage road |

| | |
|---|---|
| Georgia | 27th |
| France ave & excelsior | 36th & hwy 100 |
| Franklin ave | Mryland ave |
| Lake Street | Woodland Drive |
| Minnetonka Blvd | Sumter Ave |
| Minnetonka BLVD | Ensign Ave. |
| 40th lane | Quentin |
| Oxford street & Zarthan | Oxford street & Alabama |
| 16th street | Jersey Ave |
| 27th Street | Kipling Avenue |
| 28th | toledo |
| 44th | coolidge |
| Vallacher Ave | Natchez Ave |
| 16th Street | Lancaster Ave |
| Quentin Avenue S | 40th Lane |
| 26th | Lynn Avenue |
| W 26th St | Kentucky Ave S |
| Brunswick Ave | 41 St |
| Cedar Lake Road | Xylon Ave S |
| 18th street | Ford road |
| W 26th St | Virginia Ave S |
| Sumter Ave & Walker St | Walker St & Texas Ave |
| Aquila Ave | 34th |
| Idaho Ave | 28th St |
| 34th | Flag |

| | |
|---|---|
| 27th street | Jersey ave. s. |
| 34 | Zinran |
| Franklin st | Oregon ave |
| Browndale | 44th Street |
| 38th | Inglewood |
| Oregon Ave S | Franklin Ave |
| Library Ln | Lake St |
| Texas ave s | 22 st |
| Ridge Dr. | Cedar Lake Rd |
| Cavell | Aquila Lane |
| Brownlow | Lake Street |
| Texas | Franklin |
| 41st Street | Quentin Avenue |
| Minnetonka | Monterey |
| 34th | yosemite ave |
| 31st Ave | Edgewood Ave South |
| Idaho Ave S | 22nd Street |
| Texas Ave S | Cambridge |
| Minnetonka Blvd. | Jersey Ave. S. |
| 33rd | Virginia |
| 25 & 26 | 25 & Sumter |
| Zarthan Av S | 32nd St |
| Monterey Drive | 36 1/2 Street |
| toledo ave s | 29th st |
| 26th St | Zarthan Ave |

| | |
|---|---|
| Rhode island | Dakota |
| Minnetonka Blvd. | Ottawa Ave. |
| 27th Ave S | Dakota Ave S |
| Rhode island Ave | 35th Street |
| Jersey Ave S | W 33rd St |
| Brook | 43 1/2 |
| Minnetonka Blvd | Brunswick Ave S |
| 26th | Lynn |
| Independence Ave S | W 36th St |
| 42 and Yosemite | 41 and Yosemite |
| Forest Rd | Parklands Rd |
| Ottawa Avenue | Morningside road |
| Mtka Blvd. & Florida Ave. S. | 31st St. & Florida Ave. S. |
| Lake street ext | Alabama Ave |
| Boone Ave S | 34th St |
| Ford Rd | Cedar Lake Rd |
| Brookview | Brunswick |
| Inglewood Ave S | 38th St. |
| Kilmer Ave | 16th St |
| excelsior | woodale |
| 26th | Hampshire Ave |
| 34th | Decatur Lane |
| Blackstone ave | 27th st |
| 13 1/2 street | Pennsylvania Ave |
| Franklin Avenue | 18th Avenue South |

| | |
|---|---|
| Yosemite Ave So | 42 Ave |
| Cavell ave south | Minnetonka blvd |
| Cedar lake | Stanlen |
| Xenwood Ave S | 28th |
| 41st | Toledo |
| 31St | Edgrwood |
| Alabama | |
| Willow Lane | Forest Road |
| Toledo | Wooddale |
| 41st Street | Raleigh Avenue |
| 27th street | Webster ave |
| 41 and Alabama | |
| Virginia Ave | 34th Street |
| Minnetonka Blvd. | Highway 169 |
| Flag | Minnehaha |
| zarthan | mtka blvd |
| Lynn Ave | 39th St |
| Edgewood Ave S | 32 nd St |
| Aquila Ave | 35th St |
| 32nd | Kentucky |
| Utah | Minnetonka |
| 28th Street | Quentin Ave |
| Lynn | Val |
| Toledo Ave So | 41st St |
| Lake St | Xenwood |

| | |
|---|---|
| 33rd st | Xenwood Ave |
| 16th St | Oregon Av South |
| 35th Street | Xylon |
| 41st Street | Raleigh Avenue |
| Hampshire | Minnetonka |
| Brunswick Ave | 28th Street |
| Independence | Franklin |
| Toledo | 28th Street |
| Boone | Minnetonka |
| Minnetonka Boulevard | 31st St. |
| 31st Avenue | Kentucky Ave |
| Minnetonka | Colorado |
| Walker | Rhode Island |
| Minnetonka | Idaho Ave s |
| Minnetonka boulevard | Louisiana Avenue |
| Hillsboro Ave | Franklin Ave |
| 23rd | Rhode Island |
| County Road 25 | Inglewood |
| 39th | Inglewood |
| Ridge Drive | Cedar Lake Road |
| Virginia Ave S | Cedar Lake Rd |
| Pennsylvania | W Lake st |
| West Lake Street | Minnetonka Blvd |
| Rhode Island Ave S | Walker |
| 29th | Edgewood |

| | |
|---|---|
| xenwooh | 41st avenue |
| 26th | Joppa |
| Toledo Avenue South | 28th Street |
| 34th street | Aquila |
| Florida | 27th |
| Jersey Ave s | 22nd street |
| 35th | Aquila |
| West 25 1/2 Street | Webster Avenue South |
| Nevada ave | Minnetonka blvd |
| 29th | Pennslyvania |
| 29th Street | Xenwood Avenue |
| 16th | Princeton |
| Park Glen Rd | Beltline Blvd |
| 34th | Yukon |
| 39th | Joppa |
| 26th Street | Virgina Ave S |
| West Lake Street | Zarthan |
| Grand Way | Wolfe Pkwy |
| 33rd | Sumter |
| louisiana ave. | 27st. |
| Louisiana | Cedar Lake |
| france | cedarwood |
| Minnetonka Blvd | Maryland AVe |
| 39th street west | alabama |
| Browndale | Morningside |

| | |
|---|---|
| Ridge Drive | Cedar Lake Road |
| 39th Steet | Inglewood Ave S |
| 27th | Toledo |
| Jersey Ave | 18th |
| Oregon Ave S | Cedar Lake Rd |
| Quentin | Morningside |
| Huntington Ave | 38th st |
| Texas Ave | Virginia Circle North |
| Quentin Ave | 40th St |
| devaney | browndale |
| 26th | Princeton Court |
| 32nd street | Florida ave s |
| Minnetonka Bvd | Kentucky |
| 34th | Yosemite Ave |
| Utica Ave S | W 41st St |
| Jersey Ave. S | W 22nd St. |
| Wooddale Ave. | 43 1/2 |
| W. 28th St. | Ottawa Ave. |
| Texas Ave S | Minnetonka Blvd |
| Park Commons Drive | Merdian Lane |
| Zarthan Ave South | Minnetonka Blvd |
| 29th | Kentucky |
| Brunswick Ave S. | Minnetonka Blvd |
| 18th St | Jersey Avenue |
| Monterey | 31 |

| | |
|---|---|
| Vernon | 27 |
| 33rd | Sumter |
| Xenwood Ave. S | Excelsior Boulevard |
| Ottawa ave s | 42nd |
| Cedar Lake Rd. | Natchez Ave. |
| Browndale Ave | Delany St |
| Utah Ave | Utah Drive |
| 14th Street | Independence Avenue |
| 16th st | Independence ave s |
| Flag Ave S | 22 st |
| woodland | lake |
| france | cedar lake road |
| Glenhurst Av | 39th St. |
| Cedar lake road | Flag ave |
| 28th | vernon ave |
| Franklin Ave | Texas Ave |
| joppa | 39 |
| 32nd | Florida Ave. South |
| 16th | Melrose |
| 40th Lane | Quentin |
| Lake St | Dakota |
| W Franklin Ave | Flag Ave |
| 28th | Edgewood |
| Cedar Lake Road | Louisiana Avenue |
| Zarthan | 33 rd |

| | |
|---|---|
| Raleigh Ave. | 27th St. |
| Texas | 36th |
| cedar lake road | rhose island |
| Cedar Lake Road | |
| Jersey Ave | 22nd St |
| Flag Ave | Cedar Lake Rd |
| Flag Avenue | Minnehaha Circle North |
| 28th St W | Jersey Ave S |
| Forest Road | North Willow |
| Hillsboro Av | 16th St. W. |
| W 13 1/2 St | Pennsylvania |
| Colorado | Brookview |
| Zarthan Ave | 33rd |
| 31st | Pennsylvania |
| Minnetonka | Florida |
| W 36 1/2 St | Excelsior |
| west 39th strteet | monterey |
| 41st St | Raleigh Avenue |
| Blackstone Ave S | W. Lake St |
| Hillsboro Ave S | W 16th Street |
| flag | 34th |
| Virginia | 18th Street |
| 16th street | Hillsboro |
| ottawa avenue s | 42nd street |
| Lake | Pennsylvania |

| | |
|---|---|
| Browndale | Morningside |
| 44th street | Mackey Ave |
| 42nd Street | Ottawa |
| ottawa ave s | w 27th street |
| 42nd St | Alabama Ave S |
| Texas | Minnetonka |
| Louisiana Ave | Minnetonka BLVD |
| Cedar Lake Road | Blackstone Ave |
| ottawa avenue | 27th |
| Division | Texas |
| 34th Street | Aquila |
| Quebec Ave | 34th St |
| Dakota Ave. S | Excelsior Blvd. |
| Kentucky Ave S | 22nd St |
| Ford | Shelard |
| shelard pkwy | ford road |
| Shelard parkway | Ford lane |
| Zinran Ave S | W 35th St |
| Shelard Parkway | Betty Crocker |
| Shelard parkway | Nathan Lane |
| Shelard Parkway | Ford Road |
| Joppa Ave S | Cedar Lake Ave |
| Shelard Pkwy | Ford Rd |
| Hampshire Ave S | Wayzata |
| Hampshire Ave S | |

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| Hampshire Ave | Wayzata Blvd |
| Shelard Pkwy | Ford Rd |
| Hemlock | Louisiana |
| Hampshire Ave S | Wayzata Blvd |
| Hampshire Ave S | Wayzata Blvd |
| Louisiana Ave S | Watzier |
| Cedar Lake Rd | Stanlen |
| wayzata blvd | louisiana ave |
| Blackstone Ave | Cedar Lake Road |
| Ford Road | Shelard Parkway |
| Hampshire Avenue | Wayzata Blvd |
| Hampshire Ave | Wayzata Boulevard |
| Texas | 34 1/2 |
| Hampshire | Wayzata Blvd |
| France Ave S | 34th St |
| France Avenue | 33 |
| Walker | Rhode Island |
| Quebec | Cedar Lake Road |
| W 361/2 St | Monterrey Dr |
| 26th st | Hampshire |
| France ave | Forest road |
| 169 | Minnetonka |
| Shelard Parkway | Ford Rd |
| Hillsboro | 16th |
| 34th Street | Zinran Avenue |

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| 27th Street | Jersey Avenue |
| Hampshire Ave | Wayzata Blvd |
| Cedar Lake Rd | Aquila Ave S |
| Joppa | 39th |
| Franklin | Louisiana |
| 27th St | Yosemite |
| Nevada Ave | 22nd Street |
| Oak Leaf | Louisiana Ave S |
| West 25th Street | Kentucky Avenue |
| 40th Street | Ottawa Ave S |
| Aquila Avenue | 35th Street |
| Quebec Ave | Minnetonka Blvd |
| 32nd | Rhode Island Ave |
| Colorado | 41 |
| 31st | Nevada Ave South |
| minnetonka blvd | toledo ave |
| Virginia Avenue | 34th Street |
| Pennsylvania Ave | W 13 1/2 St |
| wooddale ave | 36th st |
| Virginia Avenue South | 18th |
| Lake | Pennsylvania |
| Dakota Av | 29th St. |
| 18th street | louisiana ave s |
| W 35th Street | Zinran Ave |
| Cedar Lake Road | Boone Ave S |

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| 23rd street | Louisiana |
| Alabama Avenue south | 32nd |
| 32 nd street | Idaho ave s |
| Natchez Ave | 29 |
| Natchez Ave S | 29th St |
| Hampshire Ave S | 28th |
| 34th | Rhode island |
| Excelsior | Dakota |
| Wayzata Boulevard and Hampshire | Wayzata Boulevard and Louisiana |
| Virginia | Franklin |
| 38th street | Glenhurst |
| Monterey ave s | 27 th |
| 31st Ave | Pennsylvania Ave S |
| Shelard Parkway | Nathan |
| Brook Ave | 431/2 St |
| Flag | 34th |
| Oregon court | Nevada |
| Shelard Parkway | Ford Avenue |
| 31 st | kentucky ave |
| 18th St | Melrose Ave |

Table 2: Responses to Question 23: If you have any other thoughts or comments about sidewalks in St. Louis Park, please share them with us here.

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| I run a lot. I dislike running on streets. I much prefer walking/running on sidewalks due to traffic driving down the street. Cars parked on a street without sidewalks force me to run/walk almost in the middle of the street with my stroller. It's super dangerous. Especially in the winter when the cars are then forced to park further out. Some places in SLP I have no sidewalk option and I always feel like it it's dangerous. |
| Would be great to complete the sidewalks on Salem Ave between 42nd street and Morningside road. I frequently use the sidewalks on Salem to go to Browndale Park. I would feel safer walking with my toddler if there were sidewalks the entire way. |
| I think overall sidewalks are beneficial. If there were more restaurants/stores and other things in walkable distance, I would choose to walk more. |
| In the winter they are covered with ice and difficult to shovel. If there ever was a day when I am glad I have no sidewalk to shovel it is today. I also think there is this imaginary world where people walk everywhere. I love to walk but it doesn't get me to any errand I need to do and if planners spent time actually watching young families as this old lady does you'd see the them driving their multiple SUV's in and out of the drive multiple times a day. They are not using sidewalks and they don't trust their kids to walk anywhere. |
| Our taxes are too high. Please have some regard for people who own their homes and actually pay property taxes before proceeding with any more extreme, high cost ideas |
| Too many areas with partial sidewalks. Very frustrating. With all of the distracted drivers, I would like to see those sidewalks completed and I would like more sidewalks installed. |
| Many of them need fixing,you have to watch for cracks,hole and bumps, plus the tree branches that hang down to low... |
| I am perfectly happy walking on streets without sidewalks on the short side of the block for instance, on 31st or 32nd between Louisiana and Dakota. Narrow sidewalks without a boulevard are terrible to walk down for instance, Louisiana between 28th and Minnetonka. Not having a boulevard is further worsened by shallow gutters (in areas where it appears that asphalt was layed over an existing concrete roadway) not only is traffic right next to you, but it's also on your level. If feels like you're walking on a wide shoulder. |
| Wish there were more city plowed sidewalks vs resident responsibility |
| I would love a sidewalk in front of my house. |
| Our neighborhood is fairly quiet and there is no need for sidewalks. It is nice to have them on the busy streets like cedar lake road and texas. |
| Fix the sidewalks we already have before building new ones. |

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| There are too many easy to fix areas without sidewalks in the fern Hill neighborhood. With schools parks and places of worship all around, ad the coming light rail stop, foot traffic on streets with no sidewalks is constant and creates an unnecessary hazard. |
| regarding your questions, it asked what mode of transportation would I prefer and I said for most of them, "Bus/train," but that's not exactly accurate. I would not take a bus, but I would take a light rail train.<br><br>I think SLP has enough sidewalks. I don't think sidewalks are needed when a neighborhood is ONLY residential. For example, the Westwood neighborhood SW of Westwood Hills doesn't have sidewalks and they don't need them. But around my own house, it's mixed use with schools, library, retail, manufacturing, etc, so sidewalks are needed. |
| The streetlighting in the city is very poor, making pedestrian visibility while driving hard. We live in a street without sidewalks and I worry when cars drive down the road that they wont see me. As sidewalks are installed the City needs to ensure intersections and pedestrian connections are well lit and well marked. In addition, for streets that will not get sidewalks, the City needs to improve streetlighting so that pedestrians and bikers feel safe.<br><br>As the city considers installing sidewalks, including streetscaping as part of the designs will beautify a neighborhood and increase livability. |
| There are a lot of walkers in our neighborhood. Sidewalks are a safety issue and they should be on both sides of every street. |
| Many areas in the neighborhood have sidewalks that don't connect. From my street to the park or school there is a one block area without sidewalks, making everyone use the street for that stretch. I think the city should focus on connecting existing sidewalk infrastrcture by addressing these gaps near parks schools and community centers. There is no reason for so much sidewalk to exist without being connected to the things we want to use them to get to. |
| I can't speak to the rest of the city but the Lenox neighborhood is doing just fine for side walks. Adding another east/west between Minnetonka Blvd and the high school is just trying too hard to get some walkability rating. The benefits, in my mind as a frequent walker, don't outweigh the damage this will do to vegetation and to people's yards in this area. Most people are walking north/south to get too Minnetonka Blvd or the High School. There are no true "destinations" that aren't actually on either Minnetonka Blvd or easily reached from 33rd St (by the high school).<br><br>Placing a side walk right along the road is useless, we walk the dogs and previously with the kids all the time and never use those that are right along the road, some of them we didn't even realize existed. |
| Better and more frequent crossings of railroads would be great. At grade crossings are |

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| fine--people are finding ways to cross anyway so create more that are well marked and improve the north south connectivity of the neighborhoods. The pedestrian connection between Fern Hill and other neighborhoods just south of the Railroad to the West End is terrible. No one wants to use the frontage road along 100 to get to West End. |
| I love side walks and would love them to be on every street in the city! I really wanted a sidewalk on the street when we bought our house but ended up not being able to find the type of house we wanted with a sidewalk. |
| We had a sidewalk until road improvements were done and they took away the sidewalk. I would like to have a sidewalk back since I used it almost everyday especially when my grandchild was here. |
| They make our neighborhood so much more valuable and useful, liveable. I dislike having to go places on the road as the traffic can be so unpredictable.<br>When we first moved here, the sidewalk ended at our house. They added the sidewalks to our street (39th) maybe 5 years ago and I see so many more people walking and riding bikes now. We know our neighbors better as people are out walking. I think it makes he neighborhood safer! |
| My kids live within the walking zone for elementary school, so it is very important to me that they have sidewalks to get there and back on their own safely. |
| The City plowed ones are poorly done. They do not get to the surface so they are slippery. The City doesn't seem to enforce rules about property owners clearing sidewalks. |
| Sidewalks and bike paths are great and I'd love to see more of them! |
| They are awesome! Connect them to light rail stations! |
| It's a tough time of year to answer about sidewalks...snow and ice are a real concern for me and I often end up walking in the street rather than risking a fall on an unshovelled or icy sidewalk. I prefer not to walk on busy streets, and quiet streets don't often have sidewalks, so I prefer to walk in the street. Also would prefer a boulevard between street and sidewalk for more protection when I do choose sidewalk. |
| Sidewalks are crucial to the safety of all SLP residents, but especially children and people with mobility issues. I feel very strongly that we (SLP citizens) choose to live here for many reasons, but primarily because our city takes care of us and we watch out for each other. Anything we can do to increase the safety of our streets should be done. I grew up in Golden Valley, which has few sidewalks, and would have preferred that there had been sidewalks. |
| I live in area with and without sidewalks. As an active walker in the area, I think sidewalks are safer, especially with the added bike lanes in the roads. |
| We desperately need more sidewalks. It is incredibly dangerous having to walk on the streets, |

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| especially at night. We have a large population of people that only walk one day every week, yet they are forced to walk in the streets. I want to be able to walk on the street I live on and not fear I will be run over. |
| There needs to be more sidewalks on every street. We cannot walk to the park 2 blocks away without walking on the street. |
| Some of the questions were hard to answer because I have sidewalks for some of the distance. I don't use so many "cut backs" but I do end up walking on the street often. |
| Sidewalks cost money to install and maintain. |
| I would love a sidewalk in my neighbors. It's hard to take kids out for walks and bike rides when there's no safe sidewalk! |
| Some of the sidewalks are very uneven. I've seen some that are shaved down to make it more even and smooth. That is appreciated and could be done even more...especially for strollers and kids on bikes and scooters. |
| I support sidewalks along all SLP streets. East/West roads in the Bronx Park neighborhood often do not have sidewalks which makes it inconvenient and dangerous when walking or running in the neighborhood. |
| The sidewalks have been great for our kids and our family to safely get around the neighborhood. We often see neighbors and friends and stop to talk. We have only had them a few years and our only regret is we wished we had had them sooner when our kids were younger in strollers, we would have been buoyed them even more! |
| I really enjoy walking on the sidewalks all throughout the year since it gets me outside. I do wish the sidewalks were a little better maintained in the winter, but I understand that February had an abnormal amount of snowfall, so I understand that the sidewalks could only be so clean. Thank you for allowing me to have the option to walk to so many locations safely. |
| I prefer to not have sidewalks on side streets, but I do see the benefit of having them on busier streets (Texas, Louisiana). For walking purposes, I like paths through the parks (I love, Love oak hill connecting with Louisiana oaks AND the library!) |
| I'd love to have a sidewalk on my street! |
| Every street does not need a sidewalk. They can detract from homes value and curb appeal especially if not maintained! |
| Putting in sidewalks to connect, tearing down trees, narrowing streets, wrecking lawns was ridiculous! |
| I would love sidewalks and bike trails. Can't get to schools, parks, or restaurants safely on the roads especially when it is dark in spring and fall. |

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| We love sidewalks! |
| Please don't make them jagged and ugly. Smooth lines, clean angles are much more astetically pleasing. The zig zag ugly of Aquila Ave S is a very good example of what NOT to do in the future. |
| I live near the middle school and see a need for a sidewalk on the west side of Texas between Wayzata Blvd and Franklin. There are many kids who walk to school and there are not any safe or marked crosswalks for them to use to get to the sidewalks on the east side. I leave for work as they are walking to school and between the curve in the road and the darkness in the winter, have personally witnessed some very close calls. Any street near schools that are within walking distance, especially those with yellow lines, should automatically have sidewalks. |
| I think that a well-designed and well-maintained system of sidewalks is very important for so many in our community. Many people in the nearby area use it to get to transit and retail. Many use wheelchairs, walkers and other mobility assist devices. Many use them to exercise as well. I have had lifetime of living without sidewalks in front of my house and I have always liked that because I prefer to see plants and trees and open soil and as little pavement as possible. I have personally been lucky enough to live on relatively quiet streets where people felt comfortable walking on the street. Our current street has many people who walk and run on it everyday. |
| Sidewalks make it so much easier to safely get places on foot, stroller and bike with kids. |
| I currently do not have a sidewalk, and do not support getting one because a marsh and a drainage area south of our house would make it impractical as it would not connect to any other sidewalks. We also do not have alleys for this reason. I frequently use sidewalks and walk around our neighborhood. I do not feel any of the following 1) unsafe due to lack of sidewalks 2) there are not enough sidewalks 3) sidewalks would negatively impact crime or property values.<br><br>In summary I feel good about the sidewalks we have. I'd rather the sidewalks, roads and trails that we have be maintained well than add more of them. |
| I prefer sidewalks so I can walk around my neighborhood safely |
| City should take care of sidewalks.<br>With the aging population in this city.<br>Not only a few. |
| We need more sidewalks. |
| Please put more in along with more bike lanes. Not only does this improve summer access to the shopping areas in town, but also improves access to the Minneapolis chain of lakes. Moreover, they encourage people to get out and be active and enhances neighborhood appeal. |

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| Would prefer to have sidewalk snow removal, I would happily contribute a monthly or seasonal fee to have it all arranged. Would be more cost effective, safer walking in winter, more timely removal for mail delivery, etc. |
| Waited years for my sidewalk/trail to come. Having lived with and without I can say it is worth so much to be connected to community and have the mobility on a busy street that I hoped for when we moved in so many years ago. It connects our young families to parks and our bikers to the whole city and beyond. I wish my children could have had it growing up here but think it keeps me young now. Even the neighbors who were afraid of the "wrong element" coming in have been converted! |
| Huge safety concern without sidewalks. Without sidewalks more parents don't let their kids walk or bike to school. I get to talk to neighbors walking by - shoveling and mowing |
| My neighborhood only has north/south sidewalks. I would also like east-west sidewalks |
| I don't use sidewalks because THERE AREN'T ANY IN MY NEIGHBORHOOD. Louisiana Avenue is a very busy street. I think you should be prioritizing busy streets rather than neighborhoods. Kids have to cross at my intersection to get to the middle school. Nearly impossible. Not even a cross walk. It seems as though some neighborhoods are privileged, and others ignored. I also noticed the bus stops to the old Meadowbrook Manor aren't cleared for use. I suppose the blue collar neighborhoods just have to wait until all the upper income people are served. That is my honest feeling as to how things are done in this community. |
| I often see my neighbors walking on the street because there is no sidewalk |
| Sidewalks are great but they need to be maintained and many in St. Louis Park are not |
| On busy streets, I prefer a sidewalk. But on quieter neighborhood streets, I don't feel it is necessary to have a sidewalk. |
| The city held forums about these but had clearly made up their minds and didn't seem interested in taking residents' concerns seriously. If they really want to connect the park, we should all get sidewalks. |
| The sidewalks the city plows need to be done better. |
| I got my MURP at the Humphrey too! Back in 2011 which seems like yesterday.<br><br>I live on a corner lot with the street in front of my house having a sidewalk. I really hate the responsibility to shovel it since I have so much square footage to shovel already, but I do love the amenity if the sidewalk. I have three kids (5/5/3) and we use it daily in the summer and frequently in the winter too. I actually live across the street from oregon park and wish there was a sidewalk on the other street next to my house because there are always kids going to the park from that road and they always have to walk in the street. Cars take that street way too fast and I feel a sidewalk would be so much safer. I love the work the city has been doing to |

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| connect the walks too. My sidewalk randomly stopped halfway down the block and a couple years ago they finished off the block and also added a path through the woods to connect up with the larger park system at oak hill. Sidewalks are a great amenity. I'm just going to have to buy a snow blower<br><br>Good luck on your capstone! |
| Sidewalks are only beneficial if they're maintained (cracks, tree roots, major things, etc...) by the city. |
| I would love to see more sidewalks! They are important for a more accessible and equitable city. |
| From where we live on Blackstone, my kids have to walk on the road or someone's yard to get to the school bus. If my 3rd grader wanted to walk to Peter Hobart through the neighborhood, she would have to walk on the street for almost 2 blocks before getting to a sidewalk. To walk through the neighborhood to get to Birchwood Park, we have to walk down Blackstone or Alabama without sidewalks. Blackstone and Alabama are very pedestrian and biker unfriendly due to the number of cars typically parked on the streets. |
| There were no sidewalks in our neighborhood when we bought our home 5 years ago. We remember discussing it, like it was a negative. We were so happy when the City put in the sidewalks. We have an infant and toddler and it's all about safety to us. Thank you for the sidewalks. |
| Please consider creative ways to keep mature trees when putting in sidewalks. It's been done and done well - there are examples in SLP. Don't just take the easy way out and rip out the trees |
| Sidewalks and bike facilities must take priority over parking and automobile infrastructure. We need to redesign our car-centric city to allow every home access to walkable businesses and amenities. |
| The areas where the streets were narrowed just to put in a sidewalk are a joke. All the residents knew these streets would be nearly impassable in the winter months, true. Sidewalks without vegetation between the roads are terrible. Cars look as if they're parked 3 feet of the curb during the winter. I'm not pleased that the city chooses to put in new sidewalks and will now remove the snow from the new sidewalks. I've lived in my home for 25 years and the city has NEVER removed the snow. If the city intends to maintain new(their) sidewalks then all the neighborhood sidewalks should be tended to. Or, have the homeowners clean these sidewalks like the rest of us do! |
| Some of the streets in St. Louis park- will have a sidewalk on one property and not on the next. It like there was a choice for resident when put in. I feel it is important to build up sidewalk appeal with trees and plants |

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| Crosswalks are important too! |
| We would lose too much beauty from Trees on our street if sidewalks were put in. I am also upset at the number of people who do not use them, even when sidewalks are available. I DONOT want to pay for rhem! |
| We don't have sidewalks in front of our house and I STRONGLY wish we did |
| Sidewalks are a personal decision. I'm fortunate to live in a planned community When I look at family and friends with sidewalks - they have higher taxes for upkeep, and are also responsible for keeping them clear in the winter. Then there is the question of sidewalks to the street, or a lawn/Blvd that the owner is also responsible for. Perhaps this would be a more effective surevey if it added questions such as - would you be willing to pay higher taxes if a sidewalk were installed in your neighborhood? How likely are you to shovel your driveway? Etc.... |
| Sidewalks are generally great but be efficient with where you deploy them. For example, the second sidewalk added to Texas Avenue is completely senseless and wasteful. |
| Yes once again you manipulate or change the real issues to suit your hidden agendas .the issue is shoveling sidewalks not mtg wanting all to use bus or train.we pay a lot and we deserve better service.<br>You dig out of concrete snow!!! 7 feet high.shame on you! |
| It would be really nice if we had more coffee shops and restaurants and bodegas that's were within walking distance in St. Louis Park. Almost everything has to be driven to And if there is any effort to add additional trees or beautification in certain areas I think a lot of people would be in full support of that |
| The reason we bought our house was partially due to sidewalks on both sides of the street. Unless there is a cul-de-sac, I would not want to have children living in a neighborhood without sidewalks due to safety issues. |
| I would be willing to have a sidewalk put in if there were trees on the boulevard and I had the freedom to garden or customize it, but plain sidewalks can be very unattractive.<br>Over all, it would be safer in my opinion because cars drive very fast down Alabama Ave S and there are a lot of bus stops for young children. |
| People are doing a great job of keeping snow off sidewalks with one notable exception: northwest corner of 32nd and Jersey |
| I think the city should plow the sidewalk that they put in up our street because a) it is on a hill b) it leads to the walkway between Xenwood and Yosemite at 28th and c) the Public Works department plows the walkway every winter without regard for the city's own change in the direction of the walkway, so that every year the sod is dug up by the plow and must be replaced. This is nonsense, wasteful, and would perhaps be helped if the sidewalks were |

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| plowed so that the driver could see where the walkway intersects? |
| we have been utterly disappointed with the city in regard to their plan for sidewalks. several years ago there was a plan in place, we'd signed off on it, even had someone in our home to discuss it. a date was set for the project to begin, and then ... nothing. they cancelled the project & didn't even bother to explain. with many multi unit housing complexes being approved & built in the area traffic has increased dramatically on our street. additionally, we have two young kids at susan lindgren elementary forced to walk in the street to & from school. |
| More sidewalks need to be connected, the disparate gaps are horrible |
| I had a sidewalk added by the city 2 years ago. I like the addition but they aren't plowed often enough and generally I have to use the streets in the winter because the sidewalks are too slippery to walk on |
| I think sidewalks make a big difference in a community. I can't imagine living somewhere that doesn't have sidewalks to promote walkability. |
| St. Louis park doesn't know my neighborhood exists. I've called the police a few times where I've had to provide directions to my location because dispatch didn't think it was slp. My neighborhood would benefit from sidewalks as ford road is very busy and it's impossible to walk there and be safe. Same for the rest of the hood. |
| I live in a neighborhood with only a few access points. Lake Street has sidewalks, Cambridge Street doesn't. I don't understand why Cambridge Street doesn't have sidewalks when the road is just as busy as Lake Street. |
| Sidewalks are a good investment, they provide a safe walking space and a safe place for children to play.<br>If you have a sidewalk people cannon park on your lawn it provides a space between your lawn and the street. Parents can use the sidewalk to define the play area for young children. |
| I wish there was one down every street. It is one of the things I have grown to miss most since moving out of Minneapolis, and it will be a bigger factor in the next home we buy. |
| Sidewalks should be on streets where there is a higher volume of traffic. Children and others should be able to use sidewalks for their bikes. |
| Have home owner keep snow removed this is a constant problem |
| Sidewalks on main roads are fine. Unnecessary anywhere else. Kids barely play outside anymore, people take their dogs to the dog park in the car more and more. Sidewalks are less and less necessary as time goes on, dont waste the money adding them. |
| I wish they were in better condition. They are uneven/sections have shifted, some crumbling with some weed growth in the damaged areas, and tree branches hang too low. Ice forms in the low sections easily. Sometimes I have no voice but to walk in the street. |

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| If you don't live On a street where the city plows, it can be difficult to maintain if there are significant amounts of snow. When I moved in, I didn't realize we were required to maintain the sidewalks of snow we have an extra long stretch. |
| The more sidewalks the better! Frustrating to not be able to walk a dog on a route with 100% sidewalks. Also sidewalks need to be kept walkable all winter. |
| I feel that the opinions of people in the neighborhood should be given more weight in deciding whether to install a sidewalk. It seems that, at present, the wishes of the residents are given no weight.<br>I feel that, if there is a sidewalk on one side of the street, there may be insufficient benefit to installing one on the other side of the street. The sidewalk on the west side of Texas by the Jr. High is a good example of this, especially since many residents were strongly opposed.<br>I also feel that there is insufficient recognition of the negative environmental effects of sidewalks: more storm water runoff, loss of trees and other vegetation, adding to the urban heat island, etc. |
| I have no sidewalk on my side of the street and every one likes it that way. It is to hard for old people shovel and to expensive to hire someone to do it. You sure don't need sidewalks on both sides of the street. |
| Will never use sidewalks<br>Do not want cost burden assessment<br>As a senior with disability I CANNOT shovel or clean up due to disability and cannot afford to pay someone either!!! You cannot ignore this issue!!!!!!!!!!!<br>No front lawn to give up front lawns in SLP are tiny enough as it is where I live |
| N/a |
| Sidewalks would be more usable if cleared of snow and ice in winter.<br>Sidewalks maintained by City are worst for walking. Examples are Texas Ave Minnetonka Blvd to 36th Street and 28 street near Texas Terrace Health Care |
| Don't install sidewalks if you're not going to maintain them. You can't walk a block on a sidewalk without encountering uneven pavement. I can't tell you the number of times I have stumbled, fallen and tripped due to uneven pavement. I have had more than one sprained ankle and pulled muscles from injuries resulting from the horrible conditions of the sidewalks. |
| No |
| No I do not |
| It is difficult getting in and out of my driveway because people on sidewalks, bike lanes, skate boards and cars parked on street in front of my house. Handicap people are using the street instead of the sidewalks. I do not know why but it is clear they do not like sidewalks. This is my opinion of living on a busy street with sidewalks for 60 years. You have people talking |

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| loudly on their phones in the middle of the night, using sports equipment, disposing of their fast food garbage, shopping carts being dumped etc. |
| Why do some get cleared by the city and others don't? Totally unfair to us hard workers. I am ready to move out of here because of this winter.....and the snowplows that DUMP so much in my driveway!! Not fair. |
| Sidewalks are great, as long as they are relatively consistent, at least on a block-by-block basis. Some of the sidewalks in our area end abruptly mid-block, forcing us back onto the street while we're walking our dog, which is daily in reasonable weather. |
| We need more sidewalks! I'm baffled and disappointed that they aren't on every street here. |
| Don't remove trees to make room for a sidewalk! We need to keep our mature trees as they are a treasure.<br><br>Please make sure you clear current sidewalks and corners to remove snow and snow banks. I have seen person's of disability struggling this year on the sidewalks we already have --and they souldn't have to. We as residents pay enough in taxes to remove snow properly. |
| I hate our sidewalks. People and churches do not maintain them and many people are getting seriously hurt. The city does nothing to help, yet will come out and measure your grass if you haven't mowed in 4 days and send you pictures telling you to fix it. 4 day old grass does hurt or kill people. Slipping on ice does |
| I loved the question about the fact that the landscaping paired with sidewalks in our city is crucial. Simple greenscape considerations make all the difference in the appearance. |
| I love having sidewalks on busier streets, but do not see the need to put them into established neighborhoods with low traffic. |
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| Nobody should be forced to walk in the street! Sidewalks are safer, much more pleasant and encourages people to cut the car umbilical cord. Sidewalks were non-negotiable when buying our house. Sidewalks make walking and waiting for transit much more pleasant and feasible. |
| Our block only has a sidewalk on one side of the street, so I do not have the responsibility to clear and salt/de-ice the sidewalk. I don't pretend that isn't sometimes a nuisance to add that to your shoveling, but I don't think my opinion of sidewalks would be affected negatively if we were the ones with the sidewalk. Overall, I think the biggest complaints are around adding sidewalks where there were none -- the construction and inconvenience during building -- and when construction removes trees/vegetation. Try to make construction as painless as possible and be sure to plant even more trees/vegetation in the boulevard and surrounding area to make up for the healthy trees removed. (We need to preserve the urban canopy and avoid as much as possible creating a urban heat island effect.) |

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| We really need them on at least one side of every street, because it is safer for pedestrians and lots of us enjoy walking wherever we can. |
| I live in Lenox and there are not East-West sidewalks, which sucks. It is not safe to walk on 31st or 32nd. I put the dog in the car and drive elsewhere to walk. I want sidewalks on East-West streets in Lenox! |
| I think they are great for the community. I think the City should keep them cleared of snow. |
| I wish we had sidewalks on both sides of the street. |
| Every summer I watch our neighborhood use the sidewalks, when my children were younger it was a safe place to play. I am annoyed when I walk the dog and there is none I avoid those streets altogether. The question is, what kind of neighborhood do we want? I think sidewalks connect people more, and we all tend to watch out for the neighbors we meet in our neighborhoods. |
| I wish the side walks were all connected in our neighborhood and that there were more options to get cars to stop/slow down in residential areas.<br><br>I would love to walk/bike more to get around but inattentive drivers and those just blatantly breaking traffic laws keep me from doing more. |
| This survey seems kinda useless. |
| Along Cedar Lake Road they have not been plowed. They get quite icy and some have mild slopes that are dangerous when ice covered. It would be nice to have wider sidewalks by Life Time Fitness and beneath the Highway 100 bridge. They get a lot of pedestrian and bike traffic and are too narrow for anyone to pass another walker or biker. |
| Thank you for asking us our opinion!<br>Please remember that the most vocal may oppose sidewalks, but many, many residents - especially with kids and dogs - support them! |
| We greatly regret buying a home in a neighborhood without a sidewalk. We walk to the library from our house and have to walk down 3 streets with no sidewalk- which increases dangers from car traffic |
| They are well maintained |
| Snow removal needs to happen when roads are done. There are too many times when I see someone that is in a wheelchair or scooter have to navigate down a busy street, because the sidewalks are not plowed. |
| Please build more sidewalks. I'm happy to pay for them. Please do not have the city take over shoveling all sidewalks. It's unreasonable in cost and realistically, we'd be clearing sidewalks from the last storm before the next one hit. |

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| I like sidewalks, but feel the city of SLP is wrong to put in sidewalks and then make the home or business owner responsible for snow removal and upkeep. Perhaps that is why they bought where they bought because they do not want to or cannot maintain a sidewalk. I strongly feel that the sidewalks put in along Texas and planned Cedar Lake Rd are great ideas, but those people should not have to shoulder the burden the city has put upon them. |
| Times are good now, but in time the economy may not be doing so well. There may not be funds to maintain all of these new sidewalks when trees push them up etc. Two people in my family have been injured by uneven sidewalks. My injury is permanent as I broke my hand. It was not set properly, is now crooked and more challenging to use the keyboard at my job. The city said too bad and that since they weren't notified prior to accident that the sidewalk was bad that they had no responsibility. I checked Cedar Lake Road sidewalk shortly after and uneven sidewalks were everywhere. It was actually unbelievable how it hadn't been maintained. It has been maintained now, but this will just happen again. Instead of adding more sidewalks, how about thinking of better maintenance for what we have now? |
| I am a strong proponent of sidewalks. When I was younger and healthier, I used sidewalks much more extensively. Since I walk with a cane, I am unable to walk to distant locations and usually must drive. Sidewalks, in my neighborhood, do promote community, and they are far safer to walk on with children and pets, or for those of us who are disabled. |
| We bought our house 16 month ago and a big criteria for us was that the street and neighborhood have sidewalks. We were not interested in buying a house that didn't have a sidewalk.<br><br>The more sidewalks and bike paths SLP has the better!<br><br>A wide sidewalk just went in by my work near 100 and 394 and it greatly increased safety for pedestrians. |
| I am a huge proponent of having sidewalks in all neighborhoods. We have a dog who gets frequent walks and it is simply unsafe walking your dog in the dark on the streets. Sidewalks promote getting to know your neighbors as well. This promotes safer neighborhoods. Please add sidewalks to all neighborhoods in SLP. |
| Sidewalks are nice in summer but not so much in the winter - with snow, ice, & city snow plows covering them you're safer walking in the street. |
| Somerset Oaks apartments does not have sidewalks but sidewalks and parks are nearby. A connecting sidewalk/walkway would make my life easier. I need daily walking as part of a physical therapy plan. |
| We are very happy that our neighborhood, Minikahda Vista, has gotten more sidewalks in recent years and hope to see that trend continue. As parents of three young kids, we are disappointed that our street (Raleigh Ave.) does not have sidewalks on which the kids can play. We also are nervous walking along streets in our neighborhood without sidewalks, as |

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| cars sometimes drive very fast down them. |
| I wish that people who have a sidewalk woyld shovel, use salt, during the winter. City does not enforce! I have contacted the city twice about my heaved sidewalk but nothing has been done. |
| Streets without sidewalks are unsafe. We have a lot of activity - kids playing, folks walking to the park, dog walking - and it is troublesome to have these activities plus traffic on the blocks without sidewalks. |
| We need sidewalks on certain streets due to religious persons walking for Sabbath. It is dangerous for them and as a driver I worry about hitting them. My street has a lot of Sabbathg followers with NO sidewalk. |
| I would love to have a sidewalk on Jersey Ave. it would be so much safer for my children to walk to park, neighbors. And bus stop. Cars would drive slower if road were narrower |
| I love the fact that our sidewalks are plowed. This helps all of us during the winter, including families and children walking to school, neighbors walking dogs, people exercising, etc. Not all neighbors are capable of clearing their driveways or sidewalks in a timely fashion (due to injury, wellbeing, etc.), so I am VERY appreciative that the city takes care of this! |
| In addition to sidewalks, please take a look at bicycle lanes and potentially narrowing the streets. After seeing the snowfall and where vehicles are driving, it seems if you removed street parking you could add more green-space or trees via a median on the sidewalk side. |
| I currently live at the Shoreham at 3030 France ave s and would love to be able to walk to Starbucks at the intersection of Minnetonka blvd and hwy 7, but the lack of sidewalks makes that nearly impossible without having to walk along the part where Minnetonka and hwy 7 merge where there are no sidewalks. I see lots of people walking along this path and it's very unsafe! The only other option is to go all the way around (across lake street, past yum, then cross over to Starbucks) which triples the time it takes to get to Starbucks. I would love for the gap of sidewalks in this area to be completed this summer! |
| The sidewalk extensions added in the past few years have made me much more likely to walk in my neighborhood. My wife and I walk regularly and having complete sidewalks makes it more likely we will walk in the neighborhood rather than traveling by car to a park to walk. Also, I now walk to the library and parks as well as walking to work when weather allows. This has been a great addition to St Louis Park and I fully support these efforts. |
| There are areas where the city does the snow removal on the sidewalks rather than the residents...I.E. 38th St. In these areas, the sidewalks are in terrible condition, because they do not use the correct equipment to do a good job....they use a large machine rather than a snowblower or shovel which gets down to the pavement. The sidewalks in many cases are in worse shape than if they would of done nothing....so I am not in favor of the city doing sidewalks. The city should strongly enforce neighbors to take care of they own walks, and |

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| open the crosswalks up if they live on a corner.<br>Second, the city is not committed to a walkable city when their snowplows go out of their way to push snow onto the sidewalks, to widen the streets, both in commercial areas and residential. People do not have the equipment to clear that amount of heavy snow. They will say that they need more room for fire trucks, which can be handled by not allowing parking on both sides of the street during a heavy snowfall year....that is if they want to make us believe they are trying to really trying to make SLP a walkable city. Everyone needs to work together to come to a solution....which is not burying the sidewalks with their fancy plows. |
| I believe an equally important consideration is to bury all power lines. |
| Good means of connecting neighborhoods and keeping people safe. |
| They are good on busy high traffic streets. Not necessary on little used side streets, where the expense of install and upkeep will give little roi and just add expensive upkeep.<br>Adding a side walk to my neighboorhood will not make me change to walkkng the 14.5 miles to work, nor walk to a shop where I need to carry more than 2 bags of goods. While agree that sidewalks are good for busy areas, it is the danger of crossing busy intersections that deters me from walking, not the presence of sodewalks. Money would be better invested in pedestrian tunnels or bridges for busy crossings vs adding more sidewalks on little travelled side streets. |
| They are needed to keep people off the street |
| Here is the thing about sidewalks - we the residents are charged with keeping them clean in the winter and if we have a winter like this - they are a HUGE pain in the ass. Also - we live in a heavily Jewish neighborhood with a lot of sidewalk and during Shabott, no one uses the sidewalks because they are not wide enough so they are typically walking in the street, even the very busy ones like 26th.<br>North of 26th in the Fern hill section the streets are wide enough that I personally do not feel the need that we need to have sidewalks, I would hate having one on my property - it would ruin the look of the neighborhood..... |
| We desperately need sidewalks in Fernhill. Please make it a safe neighborhood to walk in. |
| Sidewalks in winter need to be properly maintained otherwise, with ice and snow, they become less useable. |
| Fern Hill has many walkers, ad a few off bock's mixed in with no sidewalks between ones that do. With the heavy amount of walkers I think we should fix that to ensure pedestrians are able to walk safely. |
| I don't think they are needed in neighborhoods not on main roads. It will ruin a lot of large trees on the boulevard that make the neighborhood beautiful. |
| We need more neighborhood sidewalks and designated bike lanes. |

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| Don't remove trees to install new or improved sidewalks; Adding more impervious surface, while reducing tree canopy is counter to the City's environmental stewardship Vision and erodes our natural resource. Cement is also a huge energy user and CO2 producer, so again, the climate suffers with more concrete use and support of this industry. Doesn't the city have a climate action plan? |
| I wish we had sidewalks on the streets going east and west. We only have them along 33rd because of the high school. Would be great if all streets had sidewalks to walk on so we walk around the block and stay on sidewalks. The sidewalks are great for young kids to ride bikes! |
| please make a sidewalk along Ridge Dr.<br><br>thank you for the sidewalk along France Ave (N of Cedar Lake). I feel a lot safer running/walking now. |
| I absolutely DO NOT WANT sidewalks. They reduce property value and increase costs for taxpayers. I already have to pay for snowplowing, and to have to shovel sidewalks will hugely increase my costs. Even when sidewalks are shoveled after snow, they are dangerous because they still have icy spots. I'd rather walk in the streets where the roads have been plowed and either melt off or at least have salt and you can clearly see where it's safe to walk.<br>In the summer sidewalks are a hazard because leaves, twigs, little berries from plants etc. get on them, they are often uneven, and they're MORE hazardous than the roads -- much easier to turn an ankle or slip. Plus, when there are sidewalks, people let their kids ride their little vehicles on them, and sometimes those kids go out into the street by accident, or they tip over on the uneven sidewalks.<br>I do NOT want to have to deal with snow shoveling a sidewalk in the winter, and I will move out of St. Louis Park if the city decides to increase my snow-clearing expenses this way for a sidewalk that is only usable for a few months of the year, but causes tremendous aggravation in the winter. |
| Keeping up with clearing snow from sidewalks had been extraordinarily hard this winter. We are renting and I highly regret choosing a home that has 2/3 of a city block for us to shovel. Our neighborhood has blocks with sidewalk and blocks without so even if we do walk on the sidewalk, we have to move into the street for other portions. That is a minor irritation. |
| Sidewalks are public Right of Way. They should be maintained as such. Ice and snow are unacceptable. The City, not property owners should be shoveling and clearing ice, just as they do for drivers. Streets are cleared multiple times, while sidewalks are buried under snow from the street. Car bias at work. We need complete streets and we need to treat non-drivers with as much consideration as drivers. Too many streets are designed as death traps for non-drivers. Don't get me started on Beg Buttons! Talk about making non-drivers second class citizens. All users should be treated equitably. Enough with the LOS for drivers. We need sidewalks, but we also need to change our thinking about our public right of ways. Sidewalks should not be treated as an afterthought or an add on. They are part of the design of all streets. |

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| Prefer to live in neighborhoods with sidewalks because they improve walkability and safety. That said, sidewalks are hazardous when not shoveled or otherwise cared for in the winter. Because many residents in this neighborhood do not shovel the walkways, they are icy and/or impassable. Then it forces walkers to the streets which is not safe. So if there are sidewalks, the city must develop a plan to keep them clear in all weather. If the residents are responsible for clearing the sidewalks, that responsibility must be enforced by local government. |
| The sidewalks are put too close to the street. The plows throw snow on the sidewalks and the thrown snow is dense. making it difficult to remove. Plus the snow on a 2-3 foot strip becomes so high you can't see to back out of your driveway. Then the city comes and says they are removing the snow banks but what they really mean is they are just removing the edge of the bank so the cars on the street can now drive at highway speeds on Texas. Making it all better (not) for the Texas residents. They said they were going to move the sidewalks closer to the houses when they rebuilt Texas but they didn't. I can barely remove the snow from the end of my driveway without being struck by cars speeding by. Today drivers are so distracted and self centered that they are a danger to anyone on foot or bike lane they put on Texas. I don't ride my bike on Texas, I walk it down to the end of the block and ride the side streets. |
| Not having sidewalks has made walking and exercising in our neighborhood feel very dangerous. We often have to walk in the middle of the street to walk our dog bc there are so many cars parked in the street. I would definitely get out more if we had sidewalks. I also believe that sidewalks with street trees would make the neighborhood feel finished and more homey. |
| The only thing that concerns me about installing sidewalks is the trees that are removed in the process. As long as mature trees are avoided and new plantings are provided, I am more amenable to the idea. For my children, especially along Cedar Lake Rd, sidewalks are a must. |
| I've lived off 36 1/2 for almost 10 years - I absolutely LOVE the new sidewalk connecting Excelsior to Monterrey. I wish there were more. I wish it was on both sides. I wish Kipling had a sidewalk. I wish 36th had a complete sidewalk. I walk in the area daily and find myself in the street sometimes when I have no other option. I was at 3624 Lynn, but last year moved to 4531 W 36 1/2 - the building I live in isn't as connected as I was just across the street. |
| Glad we have them on one side of the street in many areas. |
| Our block has a nicely shaded, wide street and most homes have garages, so their are few cars parked in the street. There are no sidewalks here and it works well for this area. I grew up near Dakota Park and sidewalks were a necessity because almost everyone parked on the street. There were more cars that garage stalls. So that worked well, too. I appreciated the public sidewalk along 28th St from Dakota Av to Louisiana Av for walking to the post office safely. |
| Sidewalks are a waste of public resources and an unnecessary burden on those forced to maintain boulevards and shovel the sidewalk |

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| It's much safer to have more sidewalks in residential neighborhoods. I see people walking down our street frequently with pets and children and if a car is coming they have to move to the curb or up onto peoples lawns. In fact, I have a dog and I went to walk her around the block and I slipped an fell on loose asphalt near the curb and skinned my knee through my jeans. I was wearing tennis shoes. I have not walked her since! Had there been a sidewalk, that would not have happened. It really made me very sad when that happened. I hadn't gotten very far at that point and turned right around and went home. It would make the whole community so much safer and better for everyone. |
| Sidewalk issue is so far down on my list of concerns. |
| My corner is a dead end. We do not have sidewalks and it is great. They would be unnecessary. They are necessary on busier streets and I don't think they have any impact on property values one way or the other. |
| Safety is my biggest concern. I walk on the streets every day and it can be dangerous. I would walk more if there were more places within walking distance, but connectivity (Hwy 100, railroad tracks are barriers) is an issue in SLP. |
| Sidewalks are great but I'm on a corner and have a front street sidewalk and do not want a sidewalk on the cross street. |
| Am opposed to removing trees in order to put sidewalks in. |
| sidewalks in my neighborhood would be tough because of steep hills |
| My neighborhood (Fern Hill) needs more sidewalks!! Truly, there should be a sidewalk on every street. With this being a very orthodox Jewish neighborhood, there are many people walking to and from synagogue on Friday nights in the dark wearing all black, and most of the time they are walking on the street since not all streets have sidewalks. It is very dangerous! There are also a lot of parks in the neighborhood as well as Cedar Lake nearby, so many people are out with little kids walking to/from these places and it would be really nice to have sidewalks. Specifically, Basswood Road and Cedar Lake Ave heading to/from France Ave - both roads are very steep hills going down to France and it makes me nervous walking on the street with my kids because a car won't be able to see us until they're on top of us at the top/bottom of the hill. |
| I love sidewalks but busy streets like Ottawa that have beautiful mature trees should not be compromised. Other streets that may have one or two mature trees or a role of trees should be treated specially. |
| Important for safety of children and elderly. |
| Let's have a built environment focused on people not cars. If anything when new streets are built they could be bike and pedestrian focused to create new parkways. Alleys are for cars, let's leave our porch fronts for people. Let's have a safe environment for young kids where we |

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| don't have to worry what if kids will be kids and run and play while lazy people have the luxury to just get somewhere 30 seconds faster. Safety and quality of life should be priorities for the park. Let's convert a major arterial to be a fixed transit way that runs north and south. The new SWLRT is going to beamazing but now it needs to inspire us to do more. |
| Not everyone wants to be connected by sidewalks. Busy streets they are helpful but not necessary. Our neighborhood has voted them down several times. We walk in the streets and kids ride their bikes on the street and I think most are happy with that. I walk my dog several times a day and residential streets are quiet and I feel safe. We don't want to lose our front yards to cement. |
| I do not want anymore sidewalks in my neighborhood. We can think of better ways to spend taxpayer money. Lets pay our teachers more, the police more. Or here's a thought save the money for when the city really needs it. |
| We are senior citizens and have walked this neighborhood for over 40 years. We have lived on a street with a sidewalk across the street from us and now live on a street with no sidewalks. We find that the sidewalks are in pretty bad condition due to very uneven pavement as a result of tree roots. I fell a year and half ago, landing on my face as a result of tripping on a raised portion of cement. I ended up in an ambulance and sent to ER. I broke my nose, had stitches and suffered various cuts and bruises. The City refused to help me with my medical bills as I have no health insurance. We purposely now try to walk the streets-in the winter the sidewalks are either not shoveled, or when shoveled they become a solid sheet of ice. So, we walk the streets there too. I think investing in more sidewalks in this neighborhood is a huge waste of money, not to mention all of the trees that would be removed to make a boulevard ( we have 2 large trees that would have to be cut down.) |
| We just moved into our first house, and the fact that there were sidewalks really was a big factor. One block south of us, that road has none and it's legitimately a problem when going on walks; I'll find myself wanting to walk that way and being disappointed that I have to either go a block out of my way or walking on a fairly busy road. I want to live in a place that is walkable with good urban density, good public transit, and deference to pedestrians over vehicles. |
| It would be very nice and much safer to have a sidewalk all the way on Ford road through st Louis park and minnetonka. There is a lot of pedestrians on that street and they are difficult to see at night and when driving over the hills. |
| Access to current sidewalks is severely limited in the winter due to snow and ice. If they were more cleared, I would use them more often. Cars are not likely to stop for pedestrians crossing the street, which can be a deterrent to walking if it causes a safety concern. |
| I would love to have an actual sidewalk on our street, and feel all streets should have a side walk. Even streets with lesser traffic can still be dangerous for walkers who are forced to walk in the street, especially with the blind corners and considering the dangers of walking in the street in the winter. |

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| They put in the sidewalk since I have owned the house and I did not want them for many reasons, but mostly due to the having to maintain them. The City does the maintenance as far as snow removal, so I cannot complain, but I HATE having the sidewalk on my property. And I hated having to pay for them as well as they do not increase any value, just my taxes. |
| putting in sidewalks and narrowing streets will not reduce storm run off as there is less natural ground to handle the rain |
| sidewalks are an important amenity. Would be much more useful if the city would bite the bullet and clear snow from them all. |
| Sidewalks are slippery and dangerous during the winter. Crosswalks across busy roads are dangerous as well since drivers ignore your presence. Particularly, the crosswalks on Cedar Lake Road are rarely respected by drivers. Flashing pedestrian signs would help, but they are rarely found with these crosswalk locations. Some of the asphalt paths are helpful. However, some dog owners don't respect the city's leash laws on these pathways - no enforcement leads to no compliance. |
| Sidewalks can not be kept snow and icefree by the average home owner. And they try. In the winter streets tend to be safer for walking. This year snow mountains at intersections make a pedestrian on the sidewalk invisible. Better seen and see when on the street. Freeze/thaw cycle ice more visible on street. |
| Please seriously consider adding additional sidewalks for overall pedestrian safety, additional health benifits to the general public, opportunities to walk to grocery stores or pubs, increasing community interaction, improving walkability for handicap and people with strollers. It's time to apply what we know about the benifits of sidewalks to this community. I pay taxes on a portion of my yard I don't own and I want a sidewalk on it, now! |
| Sidewalks benefit children and older people the most. |
| So grateful for the sidewalks. It is one of the many reasons we moved here just before retirement. The sidewalks continue to assist us in being active as we age. We walk everywhere. There are some places where no sidewalks exist either side of the road. I wish that could be changed.<br>Thank you. |
| I think it would be great if the city had more sidewalks available, especially in neighborhoods. I think they greatly increases the safety of pedestrians and especially children. It is very dangerous to walk through neighborhoods without sidewalks and this discourages socialization and the sense of community. |
| I hope going forward You'll Think through these projects a little more clearly the sidewalk on Texas Avenue was designed to help bring students to the junior high yet I'm almost every school day the students are crossing at Westwood Hills Boulevard with no crosswalk I worry every day for their safety |

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| We always regretted buying on a busy street without sidewalks as it limited our options raising a family. Walking to school (or bicycling), walking to friends, walking to parks and stores, taking the bus, would all have seemed much safer and more pleasant.<br>We have had more interaction with neighbors now that we have sidewalks. There is more activity in the neighborhood - dog walkers and walkers and families out with children particularly. This makes the neighborhood safer. |
| Would love sidewalks on Westmoreland - we have lots of walkers! |
| Better and wider sidewalks on Minnetonka Blvd east of 100 would be a BIG improvement. |
| Walking on side walks in the winter is tough because of ice.<br>Sometimes the street is easier if the sidewalk is not cleared. |
| There is talk about having the city shovel all sidewalks. In my experience with Minnetonka Blvd., the city's sidewalk snowplow never actually clears the sidewalk, which then becomes pitted and slippery, making it unwalkable. Save the money and have the city plow fewer sidewalks, not more. |
| Need sidewalks on both sides of busy streets. Often difficult and unsafe to cross to side w/ sidewalk and cars DO NOT stop at crosswalks for pedestrians. |
| WHY IS THERE NO SIDEWALK on 32nd St between Zarthan and Alabama?? It is dangerous to walk even that short block with all the traffic from the church. We need to get to the park. In winter we have to walk down the center and cars come turning onto the street never thinking there are pedestrians in the center of the road. You went through the neighborhood a couple of years back and left out this street. WHY?? |
| I generally feel more comfortable walking on a sidewalk when there are cars parked on the street.<br><br>Also, I appreciate that there is a light-up pedestrian crossing sign by my residence to cross the busy intersection. |
| It was difficult to fill this out because answers in the winter are drastically different than answers during any other season. |
| I would love to see more sidewalks in my neighborhood. The streets are skinny and during the summer when there are cars parked on both sides it's intimidating to go for a walk/run around the neighborhood because only one car can fit through at a time. |
| I do not want to pay for a sidewalk. Street lights would be better than sidewalks. |
| I truly wish the city would plow the sidewalks with professional equipment. The best intentions and will (to spend time and money) of homeowners cannot keep up with the melting ice and snow. This makes the sidewalks dangerous in the winter. Plus, the snow plows cover |

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| up the homeowners' work. It is very, very expensive and hard work for an individual to keep up the sidewalks on the professional safety level necessary. Especially the elderly and people who are on a low fixed income ("house poor"), hiring private plows to do the job and totally clear everything to avoid melting snow and the hiring someone to keep redoing the job is prohibitive. Plus, instead of helping, the neighbors "tattletale" to the city on the elderly who then get tickets on top of their income issues. For this reason, I would ONLY buy a house without a sidewalk and I walk in the street in the winter. Thank you. |
| I love sidewalks |
| It is hard to be a minority in the sidewalk subject. People probably like to walk on them but don't want the maintenance and expense of having on in front of their house. to be fair to all either take out the ones that exist where they are not used that much and give us a break from the maintenance and the expense of keeping them de-iced and shoveled. Right now the shoveling and deicing is something I have issues with. If everyone doesn't need to do this then maybe the city should take care of them. |
| Clearing the sidewalks this winter has been a real chore. Would love to see the city take on that task in order to more consistently keep the sidewalks clear. |
| We are pleased to have good sidewalks for n our neighborhood. I wish we had one on the north half of Brook. It's strange to hav a slow on the south block but not on the other side of the north block? Thanks for putting the new p d crossing on France Ave. I use it a lot in the summer. |
| the older ones are poorly maintained, uneven due to tree roots and therefore dangerous. I walk twice a day 12 months out of the year. I use city streets instead of side walks especially in the winter due to snow not shoveled or ice that has formed due to melting and freezing in low spots. I don't want to have to shovel or pay some one to remove snow from sidewalks. |
| I moved to SLP from an area where nearly every street had sidewalks on both sides of the street. They were used regularly by walkers, kids cycling and riding scooters, pedestrians getting from Point A to Point B, etc. Miss those sidewalks! |
| Sidewalks end at the railroad bridge on Cambridge (just east of Brunswick) so you cannot walk down into "skunk Hallow area (hospital and business area) without walking blocks in street. Not possible in winter at all without walking in streets.<br><br>This will be difficult when light rail goes thru if we wanted to go to that Louisiana Station. |
| snow removal and parking is very bad |
| My only "beef," is that this city (SLP), doesn't-remove snow, from ALL the res. sidewalks (like Crystal/Blmgtn, etc. does)!!! This makes shoveling "so-much-harder," because the city "fines" me if I can't (especially when I'm out-of-town), get the dang "sidewalk," shoveled! It's hard to find a (reliable & inexpensive) people/services to do it. It's hard-enough just-dealing |

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| w/Roof-Snow!<br>I'm a senior citizen, & can't do it anymore! Would like to "Stay in my house/Age in place" (but won't be able to), if the city can't do ALL-sidewalk, shoveling! |
| You narrowed 34th to install sidewalks. Particularly in the qinter,NOBODY USES THEM. It has made daily driving and pkg in the 34th/Aquila neighborhood DANGEROUS, particularly in the winter - and 4th of July is INSANE. Not to mention, the end of Boone Ave is now, near continuously, either a pool of water or a sheet of ice - and the City does not care. I have spine injuries that make ice life-threatening for me, so this prevents me from EVER walking out of my cul-de-sac in winter. Also, in the Aquila neighborhood, NOBODY USES SIDEWALKS IN WINTER. This was colossal disruption and waste of money, that now has negative neighborhood impacts on a daily basis, and makes driving DANGEROUS, particularly in the winter. But again, the City doesn't care, because the decision was made long ago to "connect the park." It has been AWFUL for my neighborhood. |
| We moved to St Louis Park from Maple Grove. We LOVE that fact that SLP has sidewalks!! It has been a great way for us to meet our neighbors and the people that live on the nearby blocks as people walk their dogs, go to the park, play with their children. I grew up in a small town where most neighborhoods had sidewalks so it was a plus for me when we bought our current home here and we had a sidewalk running through the front yard :-) |
| I like sidewalks, and feel that it would be safer for residents to have them. I also feel that, as they affect the usable portion of the yard, and are partially paid for by the property owners, that the city clear them in winter. |
| In the winter I don't like to walk because the side walks are constantly icy and snow packed, that is a bummer |
| During the winter it is sometimes easier to walk in the streets. During the warmer days I have to be aware of the conditions the sidewalks. I have tripped on sidewalks that need repair. |
| Having just had sidewalks installed on my block has created a serious burden relative to snow removal. My block is on a hill which means the walks can be treacherous if not maintained. A sidewalk across the street that is level is plowed by the city at no cost to my neighbors, but my walk is my responsibility. The unfairness of having my tax dollars pay to have some city sidewalks cleared, but my walk is not is maddening. The city should clear all sidewalks or no sidewalks, or rebate taxes for property where walks are not plowed. I know we had a record breaking month of snow, but when a city tractor-driven snow blower can on my street and my freshly shoveled sidewalks were covered by snow that required re-shoveling, I think the city should be responsible to clear the walks that they threw snow onto. |
| Sidewalks are an asset and very glad for completion of sidewalk down 40th! |
| I feel that the new sidewalks in established neighborhoods were a disservice to the community because the community directly involved was not weighted adequately in the decision making process. |

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| My only real pet peeve about the sidewalks is that I REALLY wish the new one along France Ave, in the Lake Forest neighborhood, would be well-cleared in a TIMELY and THOROUGH way after every significant snowfall. That has not been happening for the past few winters, and I don't understand the point of having the sidewalk if it's not going to be cleared of snow and ice properly. Not sure if that's a city or county issue (since France Ave. is a Hennepin County road), but someone needs to figure that out and do a better job of clearing it. The other issue is that I'd like to see our city adopt a policy of clearing all the sidewalks of snow and ice like some other municipalities do (i.e., the city needs to take responsibility for this and not rely on individual homeowners). |
| Better at cleaning off the ice! |
| I think sidewalks are a wonderful part of a community and should be put in as much as possible. I think it's also possible to put in sidewalks in a curvy way to enable keeping mature trees that are also crucial to communities for shade and aesthetics. |
| I love this city! |
| We live on a one-block section of Virginia Ave so I prefer not to have a sidewalk there (it's not very useful and thus isn't worth it). But we love the new sidewalk on 34th Street! |
| Sidewalks and trails are a huge reason why I don't want to leave St. Louis Park. I love that you can walk and bike pretty much anywhere in the city all year round. I'm so thankful that the city clears the sidewalks, trails, and roads in such a timely manner! |
| Good to have lighting for night walking, trim trees and shovel sidewalks. This winter, many sidewalks are icy and I end up walking in the street where I feel safer |
| my neighbors and I who walk together were disappointed to see sidewalks put in where they took people yards and impacted negatively the fronts of their homes |
| I think that the sidewalks that have been installed over the past few years in my neighborhood were the product of a group of people more interested in form than function. The existing sidewalks have been in disrepair for years, so bad that they are impassable for people with mobility restrictions. Better use of funds would have been first to maintain what existed and then expand, using a plan that the residents agreed on. Council members enjoyed the new sidewalks much more than the residents. |
| One of the defects of sidewalks in SLP is that they are too low, preventing water from draining off. In winter, this makes residential sidewalks icy and UNSAFE. This is a SLP design and specification failure. No excuses. Fix the problem! |
| I don't mind the sidewalk in front of my home but have two relatively common annoyances with them, both have to do with refuse. The first is that I'm more likely to have dog waste in my yard (most people pick up after their animal, but still not fun dealing with those that don't). The other is the garbage that ends up in my yard due to the increased pedestrians (in particular |

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| transit riders). I've wondered if city trash cans at strategic spots could help with this. |
| There are currently plenty of transportation options including walking on sidewalks. To chop down trees and continue adding sidewalks to all sides of streets just to add them is unnecessary. Sidewalks don't need to be everywhere. There could be sidewalks on every street, light rail, buses etc.. and many people will still want their personal vehicles. While I appreciate planning for the future I do not like feeling railroaded into no longer using cars. There needs to be a balance. |
| During the summer, I prefer to use sidewalks vs walking on the street. However, during the winter, the streets are often safer (more reliably cleared of snow and less slippery) than sidewalks, so I choose to walk on the streets in most areas. |
| Please have the snow plows slow down so they do not throw the snow over Blvd. onto the sidewalk and driveways. What good are the walks if they get covered back up after they are shoveled. |
| I love our sidewalks! I think it is important to have a "critical mass" of them, so that people can realistically get around using them. I walk practically every day, it is one of my main forms of exercise. When I had young children in SLP, they played on the sidewalks, which provided safety and a place to gather and mingle with other children and neighbors.I believe neighborhoods become more livable for these and other reasons. Thank you for putting more sidewalks in Sorensen neighborhood! It was silly to have these half-sidewalks which would disappear in the middle of a block, thus making them not a viable means for taking a walk. |
| I would love it if it was possible to walk anywhere in St Louis Park using the sidewalk in front of my house. We got this sidewalk one and a half years ago and it has improved the quality of our lives. We go to local businesses more often. And our children's bus stop is safer. |
| Putting in sidewalks narrows streets and make it unsafe to drive. Most sidewalks in the city get very little usage. It is a red letter day when you see a walker or biker. |
| I don't think sidewalks have to be present on both sides of every street, especially if it means losing a lot of trees. I live on what is essentially a dead end, and I am grateful not to have sidewalks because I would have to shovel it. However, maybe having a sidewalk would keep some of the kids (and their parents from constantly crossing through my yard to get to my next door neighbors. |
| Don't need more sidewalks but more bike trails |
| I like having sidewalks in my neighborhood, but I would like to have the city clear the snow on the sidewalks that run parallel with the streets. Clearing the snow is hard work and when the snowplows go by the snow is even harder to clear. Especially this year with a record amount of snow we have had. |
| I do not believe it is fair that I am required to clear snow from the public sidewalk in front of |

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| my house when not all blocks have sidewalks. It amounts to unequal treatment by the city government. The city should clear all sidewalks |
| I support the Connect the Park program. The bike lanes on Texas and new sidewalks on Aquila are great. |
| We wanted to move to a neighborhood with sidewalks but ended up liking a house in a neighborhood without them. It is the one thing we wish we had! |
| There are plenty of sidewalks in this city. Adding a sidewalk on the side of my house would allow people to look directly into my house so I would have to keep my curtains closed. It would also take away the only two trees on my lot. If I do need to walk on a block that has no sidewalk, I do not feel unsafe when I do as i see it as my responsibility to notice what is happening in the area. Every few years this comes up and it feels like someone just keeps trying to force sidewalks in areas where is it unneeded and unwanted. I live on a corner and my corner of the alley is usually where they put the extra snow since the other side of the alley is a driveway and across the street are also driveways. I would not appreciate to have a half a block of sidewalk added to my winter snow removal. |
| My biggest complaint about the sidewalk is when I spend all day clearing it of snow just to have the snow plows come by and push a wall of snow 1 more inch off the road and completely rebury the sidewalk with snow that has the compressed density of concrete. I give up after that. I won't do it again. The city did the damage, they can fix it. |
| It seems crazy to me that the numbered streets in my neighborhood (31st, 32nd, etc) don't have sidewalks) |
| Having sidewalks connecting schools and neighborhoods is especially important. It's a safety issue not having sidewalks on both sides of Cedar Lake Rd. because it makes crossing at stop lights really difficult, especially for kids walking to the Middle School. |
| We have a sidewalk on W Lake St near Taft that remains incomplete. sidewalk ends when it should run all the way to Taft and you have to leave the sidewalk and walk on the street or go through a neighbor's lawn. I was told 2 years ago that this last section is on a city plan to be finished, however new sidewalks have been built in the city since. This section remains unfinished. |
| I often run from my apartment and Some of the streets without sidewalks make me nervous because cars sometimes drive faster than they should and not safely. Wish there were more sidewalks on east-west streets besides the busier streets. I find it much more pleasant to run through the neighbors rather than on the busy streets. Sidewalks and roads are often dicey to run on in the winter. Would love to see more bike lanes especially since sidewalks are narrow and not good for riding (except maybe for kids). |
| I primarily want sidewalks for my kids to walk and bike places safely without having to be in the street with cars |

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| Love my sidewalks. Don't love that my neighbors do not clear the snow and there are no consequences |
| Sidewalks provide the ONLY safe way for people, children, pets to walk and, for kids, to play, riding bikes, scooters, playing hopscotch. Many car drivers have no respect for non-vehicles sharing the road with them or are distracted by phone conversations. Have lived in SLP over 40 years and when walking, walking my dog or walking with our grandchildren, I seek out routes with sidewalks or streets with very minimal traffic. Drawback of sidewalks - snowplows throw snow onto boulevard, sidewalk and often the first 2 feet of the front yard, making shoveling for homeowners a massive job of getting through the ice balls, huge chunks of ice/snow that often are too much for even a snowblower to tackle. |
| The tree roots are raising lots of sidewalks. Younger kids and older adults trip more often. Many of the sidewalks need sections replaced as they have deteriorated. With this harsh winter, many will need repair this spring. People have gotten lazy and many don't shovel their walks. Its hard for delivery people and the postal folks to deliver their mail & packages. In the summer, they don't prune trees or bushes that hang over the walks for people to pass easily. The walkers don't always pick up their dog poop from their pooches...or pee in places they shouldn't. |
| I live in the cycle path so really use that for most transportation |
| We have a sidewalk in Nevada and only on one side of the street and it ends halfway down the street. It's pountless. We need sidewalks and full street length sidewalks |
| Our neighborhood was designed by a landscape architect with the intent NOT to have sidewalks. We walk the roads all the time and feel very safe. We see and visit with out neighbors who are also out walking or sitting in their yards. Sidewalks would destroy the park like feeling.<br><br>Please do not consider sidewalks in out neighborhood. We purchased here because of the rural feel that has no sidewalks. Thanks |
| Sidewalks are only good/safe if they have safe intersections! For example Rt 25 and Minnetonka Blvd might as well not have sidewalks near Ingelwood Ave since there is no safe intersection to cross Rt 25 or Minnetonka there! |
| The extra hassle of having to shovel and spread grit/ice melt in the winter makes them the last thing I'd want. It is difficult enough to get my house walk and driveway clear. Imagine clearing your sidewalk & then the plow comes thru and covers it again! Plus loss of trees, worse drainage for streets, loss of street and/or lawn area all are negatives. I live in a quiet area, car wise - and am not afraid to walk on the street. They are ok on major streets i.e. Texas, Louisiana, Minnetonka but not quiet neighborhood streets. City should clear snow on those same major streets' sidewalks |

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| Appreciate sidewalks added along France Ave to walk from Excelsior Grand area to 50th & France area |
| Sidewalks are a great asset to most streets in SLP. Although some low traffic residential streets are perfectly fine, probably better, without sidewalks. Let's work to make all streets less car-centric and more people friendly (in addition to sidewalks)! |
| The city should plow ALL sidewalk's or none at all. |
| There is to much focus on new sidewalks and not enough on repairing the ones that are bad. There are a lot of sidewalks in the city that need repair before new ones should be put in anywhere.<br>To many people that do not shovel their sidewalks. Especially on Minnetonka Blvd.<br>The city wants to put a side walk in my yard which we do not want and will make it so we do not have anywhere to put snow from our driveway and for the plow on the road.<br>I do not think the city council listens to it's residents about this enough. |
| We have a new sidewalk in front of our house that we must maintain. It is a lot more work for us in the winter, however, I love having it. I wish it were maintained by the city as well as the one across the street. I don't know how that was decided. In the summer I love walking on the sidewalk. In the winter, even tho the sidewalks are cleared of snow, there is ice and I am afraid to walk on the ice so I prefer to walk in the street which is more dangerous. I guess because of that, I drive in the winter. |
| Sideway are needed, please complete the rest of the sidewalk build out plan ASAP. Incomplete sidewalks that start and stop on the same block in our area discourage people from walking on the sidewalk and force people and kids to walk on the street which is unsafe. |
| The sidewalks are always icy and snow covered in the winter and very little is done to clear them. Years ago, I called and asked why the skywalks are not being taken care of in the winter and I was told that there are miles of sidewalks in St. Louis Park and they have only so much money and can only do so many. It made me feel as if my tax money was being used for someone else's sidewalks. We all know that this winter has been an icy one. I fell by Cedar Lake Road and Ridge Drive and broke my ankle. Not fun. |
| Shortening intersection crossings with bump outs create a safer crossing experience for residents, whether they are walking or rolling. |
| Sidewalk increase safety in neighborhoods. They provide a zone for pedestrians that is separate from the street and fast moving cars. While we love our neighborhood the number one thing we dislike is the lack of sidewalks. We have lived in areas that have sidewalks and it creates a safe informal zones for us to meet neighbors. |
| To get to our nearest playground I either need to walk with my child in the street, or jay walk twice across cedar lake road. Walking to the public bus stop and kids walking to their school bus stop also walk on there road or in neighbor's yards (if cleared enough) along cedar lake |

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| road. A sidewalk in the south side of cedar lake road is definitely needed and would benefit so many people. |
| I love sidewalks. I chose my home because there's a sidewalk in front of it. |
| sidewalks on the busier streets have been quite helpful. Our residential street has no sidewalks, and it doesn't seem to detract from people and families taking a stroll. In fact, a family with strollers, tricycles, bicycles, scooters, dogs, etc. seem to enjoy taking a swath of street for their brood's travel that is wider than a typical sidewalk. |
| I do think that having sidewalks would be nice for walking to stores and for avoiding traffic, increasing my personal feeling of safety. I do NOT think that removing any trees for this would be worth it in any situation. |
| browndale ave needs a sidewalk from wooddale to morningside. It is crazy busy, lots of walkers and is very dangerous for walkers. |
| My neighbourhood has few sidewalks....the exceptions being 26th and the alphabet streets between France and Inglewood. Walking on secondary roads is fine most of the time.<br>I am very concerned however, with the speed of traffic on 26th near Twin Lakes Park. The sidewalk along the stretch of 26th between Barry and Monterey is fewuently impossible to wakl due to very slippery conditions, and wakling along the shoulder of the street is risky due to the speed of traffic there. Recently 2 pedestrians were severely injured on that stretch when a car lost control and veered into them. I would love to see that sidewalk cleared and sanded for safety, and something done to slow drivers down by the park. |
| We love sidewalks. More sidewalks please! |
| I would love to have sidewalks in our neighborhood. We have MANY people that walk for exercise in the spring, summer and fall. I think there would be lots of use in the winter if we had sidewalks. A few years ago they dug up the streets to improve a utility and they should have put sidewalks in then. |
| Sidewalks in SLP are not usable during the winter because so many residents fail to fully remove snow and ice. The city needs to take responsibility to clear ALL sidewalks. I will be glad to pay higher taxes for this purpose. |
| As a stay-at-home mom of two toddlers, I LOVE having sidewalks. Drivers are more distracted than ever these days and I cannot imagine taking my kids for walks where there are no sidewalks and we are in line with traffic. Zarthan north of our home, to Birchwood Park, has no sidewalks and I do not feel safe running or walking the kids on that stretch of road, being there are cars parked on both sides of the street AND there are no sidewalks. I find it odd that some streets do not have any sidewalks. (I find it less odd when entire neighborhoods don't have them or do have them...the inconsistency of them in SLP is weird to me.) If you are hoping for walkable neighborhoods then I believe sidewalks are a necessity. I have no issue with the responsibility of clearing a sidewalk in the winter either. It's part of what comes with |

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| living in a accessible, walkable city neighborhood. |
| We moved to SLP and specifically our neighborhood because of the sidewalks and trails. |
| They're so random! I live in the 2900 block of Brunswick in the one block, it seems, for a mile that has no sidewalks. I totally want a sidewalk in front of my house but for some reason this one block doesn't have them. The other side of the street does and every other block around has sidewalks on both sides. Why is that happening? Completely random and unhelpful. Sidewalks are good for a community. Please add one. |
| Very few sidewalks north of Cedar Lake Road seems like an equity problem. With exception of Westwood hills neighborhood, more affluent neighborhoods in SLP have sidewalks, while the rest do not, mainly. |
| All public sidewalks should be cleared at public expense or none should be cleared at public expense. There should be no requirement for abutting property owners to clear public sidewalks of snow or ice, just like the public streets. All people benefit from public snow-free public streets and sidewalks. Many older, handicapped, winter travelers and working people can't clear sidewalks of snow. If people want a walkable City, then the public should clear the sidewalks of snow. The city can clear the sidewalks far more efficiently, cheaper, fairer, safer and healthier way than thousands of individuals equipped with hand-held shovels or snowblowers can. The public can afford to clear all of its streets and sidewalks of snow. It can't afford to pay for $10 million recreational play pens and for $12 million nature centers or for other foolish tax-raising projects. The city has been engaged in pricing its older, income-limited residents out of their homes before they want to leave. The City Council members should be ashamed of themselves and their actions! |
| The sidewalk that was added to 42nd has made our neighborhood MUCH safer for kids walking to school, for walking to the park and for walking the dog. Drivers are much more distracted due to cell phones and being a pedestrian feels like a dangerous activity these days. |
| Needed along the South side of Cedar Lake Rd East of Quentin Ave and along Natchez Ave North of Cedar Lake Rd |
| I am not in favor of more sidewalks in St. Louis Park for the following reasons:<br><br>- If the city does not take on the cost and responsibility of shoveling any newly built sidewalks, they unfairly burden the current resident of the home.<br><br>- Landowners lose part of their front yard.<br><br>- I prefer the rural look of neighborhoods without sidewalks. |
| Do not take down trees |
| Sidewalks help form neighborhoods as opposed to blocks of homes |

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| I do not want to be responsible for shoveling snow off of a sidewalk. I prefer my home to not have a sidewalk. |
| Some sidewalks are helpful for walkability & safety & promote walking. We live on a street without a sidewalk but it doesn't decrease safety or usability because it's a deadend street & wide enough for people & cars. Would hate to see trees cut down & shoveling a long sidewalk in winter to add a sidewalk on our street. |
| People need to shovel their sidewalks during the wintertime and I am unhappy the city does not enforce the rules on the books. |
| Love them! |
| I love sidewalks! The city put a sidewalk on our street (in our front yard) a few years ago and as a family with young children it has been a wonderful boost to our activity levels and safety when outside. |
| I think your questionnaire was leading. If you have a sidewalk how can you say you don't use it? Doesn't mean I like the sidewalk. I just live with it.<br><br>Ask the seniors how they like shoveling the sidewalks this winter. They are complaining about it but they also support them.<br><br>This is a good question. Find out how many people say they have kids walk to school and then find a way to verify that they do. All the parents want their kids to walk to school but none of them do. They take buses or the parents drive them. |
| This survey seems kinda useless. |
| I bought my house without a city sidewalk and had no choice when the city decided I must have one. My house existed without a sidewalk for 75 years so I thought I had reason to believe there never would be a need for one. Now, the area where snow could to stored in the past providing great space for such a need, is my responsibility to keep clear so a few people with dogs can now allow their dogs to do their business on my property. The space could be better used for storing snow. If people choose to have dogs, it is not my responsibility to provide them space to let their dogs to poop on my lawn. |
| Keep the trees! Make it more bike friendly! |
| They need to fixed so water does not pool to become ice in the winter. Dangerous! |
| Even though sidewalks were recently added where I live, I still see people walking in the street even in the summer. It's good that the city plows the sidewalks; however, icy patches are an issue and the streets seem to clear more quickly. |
| I have small children, and I feel having sidewalks is crucial for their safety while outside |

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| playing on front of our house. They can also visit and interact with friends and neighbors without having to walk in the street. I also do a lot of walking in the neighborhood, and I feel safer when there is a sidewalk to use. The more streets with sidewalks, the better! |
| When asked how frequently I use sidewalks in the summer, I would have selected once per month if it was an option, but it was not. Also, I would like to walk more to all areas, but they are not located within walking distance, so I didn't really understand the point of that question. |
| stop installing sidewalks just because a few people think its a good idea. several that have been installed have very poor locations and are not used. this is the wrong thing to do and spend time on. :) |
| I used to use the sidewalk on Louisiana from 22nd to transit station. At one point a sidewalk on the east side was mentioned but based on terrain I think that all winter I would have stayed on the west side.<br>During winter I am more likely to walk in the street where plows and salt have been. Sidewalks usually have some snow/ice and I think the salt use to clear them would be excessive. |
| My actual street does not have a sidewalk, but it is very much a quiet side street. When I walk, I use the sidewalk on Flag to get out to larger streets. |
| I like the new sidewalk on 28th St, but I really regret the loss of space for driving. |
| Sidewalks would destroy our Lake Forest neighborhood. There is little traffic in the area and it is safe to walk in the street. Walking in the street has in fact become a way for neighbors to converse and interact. Based on the amount of trees and other vegetation that would need to be removed, adding sidewalks would severely and detrimentally change the nature and attractiveness of the neighborhood. |
| Parts of our neighborhood have sidewalks but they are very hazardous in the winter in spite of efforts to clear them. The street is much safer. The residents on Hillsboro are pleased that no sidewalks were installed. The street is wide and doesn't have a lot of traffic so doesn't feel hazardous. Not being confined to a sidewalk on one side of the street allows us to easily visit with neighbors on both sides. Installing sidewalks would've taken down trees that make this street lovely to look at and walk on. |
| Putting in sidewalks and narrowing our street would have been bad this year with all the snow and parking allowed especially at the corners. |
| I think they are important on busy streets but not necessary in the quiet neighborhoods |
| When I walk, I don't mind some snow on them but I do mind if they are icy. |
| This week, I noticed a mother walking with her daughter after she got off the bus on Lousiana, south of Cedar Lake Rd. And they were walking on the side of the road as there is no sidewalk |

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| on the east side of Louisiana. I shuddered when I saw this and thought how terrible it was there wasn't a sidewalk on that side of the street. Then I got this survey...I feel strongly for having sidewalks. I don't understand the opposition to not having them. They allow people to walk safely. And hopefully having them encourage people to walk more! |
| Sidewalks have been discussed for our neighborhood in previous meetings. The overwhelming majority of our neighbors are strongly opposed to them. To our knowledge there have been no vehicle pedestrian incidents in this area, which was designed not to have sidewalks. Sidewalks would be too costly and cut into too much property. Please spend our tax dollars on projects that make sense and are needed. |
| Sidewalks are very important to help people get around. Keep moving forward with the variety of modes of transportation in St Louis Park, especially low-cost, environmental ones. I am a supporter of the additional bike paths and sidewalks being created and the SWLRT. |
| I walk to grocery stores via sidewalks when I need only a few items. I drive when I know I will have to carry many items.<br>I live on a street near a school and the sidewalk is regularly plowed in winter. I have walked on Minnetonka Boulevard and sections are not shoveled or cleared in winter. It is dangerous. |
| We need a sidewalk on Blackstone!!!! I love sidewalks. |
| Sidewalks are useless for 6 months of the year. Sidewalks are frequently obstructed by overgrown vegetation. I would prefer that sidewalks not be put in my neighborhood if they will not be maintained. I would much prefer that the mature trees be kept and that traffic calming measures be used to slow vehicle traffic on the roads. I would prefer that the city improve bicycle infrastructure over putting in additional sidewalks. The city should not build infrastructure if it is unwilling or unable to insure it is maintained. The city apparently cannot or will not do this with it's existing sidewalks. |
| Some residents can opt out in having sidewalks, I don't agree with this option. If the neighborhood has some sidewalks all residents in that neighborhood should have sidewalks. |
| Since the installation of sidewalks, crime has increased. The sidewalks are unsafe during winter months. Our sidewalks lead to nowhere. The loss of greenery, increased break-ins is a shame. Also litter left on our property. People using sidewalks have no respect for the homeowners. |
| Many sidewalks have been built along roads with no or too little easement between the two. Especially in winter, despite admirable efforts to clear the sidewalks quickly snow from plowing the road negates the navigability of the sidewalks. |
| I don't think we need any more sidewalks in St. Louis park. If money is being invested for sidewalks, improve/maintain the current ones. These are already so many bike paths and sidewalks in all main areas. The street I live on is quiet and residential, no need for sidewalks in this area. I used to live in Minneapolis, on a corner with 2 sidewalks and a bus stop. It was a |

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| nightmare to try to keep it shoveled in the winter and one of the reasons I moved from that location. Please don't add any more sidewalks that require homeowners to shovel more or pay more money to have the snow removed. |
| We moved to St Louis Park from Eden Prairie after our son was graduated from high school so that we could be closer to city parks and city bike paths. One of the appealing qualities of our neighborhood is the side walks - especially since we have a dog. However, there should be more of them in higher traffic areas. Many of the side walks start and stop - would be ideal if they were continuous. I think it also gives as sense of community and safety. It would also be great to see a bike path (separate from the road and not part of the road) down France Avenue and Excelsior Blvd. |
| Either we ban cell phone use while driving or we way increase sidewalks and other very safe ways to walk and bike around the Twin Cities. I have had so many near-misses walking in the street (along the curb) that I won't even let my teenage daughter ride her bike in the street. And I'm not overprotective. Like I said, too many near-misses; drivers messing with their cell phones |
| I walk for recreation frequently (daily in good weather; 3-4x/week in winter). The biggest issue for me is safety. When I walk on streets without sidewalks, I fear that my dog and/or I are too far out into traffic. Many motorists don't watch for pedestrians as carefully as they should, and so I do seek out and try to stick to the streets with sidewalks for my walks. I would LOVE to have more options for walking routes, were sidewalks to be installed more consistently in SLP. |
| Sidewalks are a burden for home owners. If the city is going to insist on building them they need to take responsibility for maintenance and snow plowiing. |
| The sidewalks along Cedar Lake Road, from Life Time to the intersection where you get onto HWY 100 is not safe. It is too narrow. There is no bike line so many bikers are on the sidewalk, plus the many walkers and runners who use it. The sidewalks are also not in good condition.<br><br>I live where there are sidewalks and still many people walk in the street. |
| Please give us all the sidewalks and walkability!! I would love to walk more around the neighborhood with the kids but there are only sidewalks on some streets. I believe walkability would improve property values and improve the lives of everyone. |
| It pains me to see Jake Spano and the City Council murder so many trees just to pour more concrete which pollutes our water. Meat is murder and so are sidewalks! |
| I wish there were more sidewalks in my neighborhood. Eliot neighborhood. I STRONGLY WISH there were more stop signs. People speed through our neighborhood all the time and since there are no sidewalks people are walking dogs/kids in the street! However, we are on a corner and if there had been sidewalks we may not have bought the house because we |

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| would've been responsible for a lot of sidewalks. |
| Add a sidewalk over the 169 bridge north of 394. It's dangerous and doesn't make sense that there is no sidewalk there when there is a side walk everywhere except there |
| Desprately need crosswalk at 275 Shelard Parkway Bus Stop at Willow Creek Center |
| Please add a sidewalk on the road connecting Betty Crocker to Shelard Parkway. It feels dangerous to walk on the road across the bridge. |
| Sidewalks often carry a burden for many homeowners not addressed in this survey such as the need shovel sidewalk snow in winter, which may negatively impact disabled homeowners with limited income, retirees who live elsewhere in the winter, etc. |
| I like wide sidewalks for taking walks! |
| During winter it would be nice to see better snow removal on sidewalks |
| there is no way to get from the sidewalk onto the bus often times due to the mountains of snow piled up. |
| there are many low spots that fill with water and ice And I often have to walk in the street. the sidewalks to access the back of Home Depot and behind Panera off of Cedar Lake road never got shoveled or plowed this winter. |
| I want sidewalks all through SLP. |
| The grading of sidewalks could be improved, e.g. the sidewalk in front of our house has a low spot where water collects creating a large puddle and in the winter a dangerous area of ice forcing some pedestrians to walk on the street. |
| I like sidewalks. It makes our neighborhood safer. It offers opportunities to get to know neighbors and the wider community. Frankly, I don't know why this is an issue. I've lived in communities where there were no sidewalks and people would often look at me with suspicion if I was walking on the road in front of their house. Know that this is my experience as a woman of color. A sidewalk gives "permission" and an "invitation" to be walk regardless of the reason why. |
| More sidewalks and more effort to keep them open and clear during winter. |
| I like the amount of sidewalks! |
| More sidewalks are necessary. My neighborhood barely has them which forces people to walk children/pets in the street which is dangerous.<br>This winter sidewalk clearance has been especially bad- that should change people still need access to them.<br>More bike infrastructure and more sidewalks please. |

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| SLP is far too dangerous and car dominated for anyone on foot or bike. Protected bike lanes and sidewalks need to be everywhere along with traffic calming measures. |
| Sidewalks are great. I just wish there was a viable sidewalk along Wayzata Blvd west of Shelard Pkwy |
| I walk at least 5 miles per day even in the winter with my dog. The sidewalks in the winter are barely useable at best because of ice and snow. Under those conditions I prefer to walk when possible on the street. It is a lot easier to walk on the street (less slipping and sliding). I question the validity of " Connecting the Park" initiative when the sidewalks can't safely be used 4 months of the year. |
| Sidewalks are great for everyone in our neighborhood! Between walkers/runners, dog walking, and school kids, there is always someone out and about. This contrasts sharply with other neighborhoods in SLP I have been in without sidewalks. They bring about a sense of neighborhood that brings people together, even when its one neighbor shoveling for another one. Its that connection even in a snowstorm that brings people together and take pride in their community. |
| No one wants to shovel them. There needs to be a city supported program to help with this as the population in some neighborhoods age. Not having a sidewalk at my house is a perk due to less maintenance. |
| Love having sidewalks! But I also think trees and vegetation are VERY important to beautify neighborhoods. |
| The sidewalks are really uneven and it would be difficult for someone with a disability to use them safely. The "patchwork" repair of asphalt is sloppy and doesn't always fix the problem. Water also is pooling in the lower areas of the crosswalk, so one has to walk on the street to get around it. |
| 1) keep the sidewalks clear of snow and ice so people can safely walk to bus stops. I've see people walking in the street every winter because the sidewalks atent clear of ice and snow.<br><br>2) I don't feel safe walking to the bus stop on Louisiana. The sidewalks are really close to the street and cars are always speeding by. Too close for comfort!<br><br>3) Keep the bus stops clean. The one at Minnetonka and Louisiana is a disgrace and it's do dirty all the time that it feels like St Louis Park really doesn't care about its citizens who need to take the bus to get around or choose to. It's depressing.<br><br>Thank you! |
| I wish there were more sidewalks. Particularly between our house and the kids school and parks. |

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| Several questions included "Prefer not to answer" as an answer choice. If Education level had included that answer I would have chosen it. I don't see the relevance. |
| No need for sidewalks on both sides of street. |
| With all the focus on water runoff and eco friendly development, I wonder if permeable walking trails would be an option. We live near oak hill park and I'm always shocked how fast people drive down our street with the foot traffic going to and from the park. |
| I don't understand neighborhoods where some houses have a sidewalk and others don't on the same street. Not consistent - and it's sloppy looking. |
| Kids need sidewalks! |
| My neighborhood just north of Oak Hill has multiple sidewalks that only go for 1/3 to 1/2 of the street. Prime example Nevada Ave South starting at Minnetonka Ave going south has a side walk starting after the first house and alley (100 feet from Minnetonka) and then stops after 2 houses.<br>The sidewalks I have to be placed very inconsistently as well. |
| We definitely need more sidewalks. Drivers are distracted and drive too fast. However, the city also needs to find a way to keep them clean in winter. Residents do only a so-so job with shoveling-- and don't get me started on the ice -- but the city-maintained walks on Minnetonka Blvd are equally dangerous. Pedestrians are always second (or third) priority after cars. I understand why but until pedestrians are considered equally important as cars/drivers, more sidewalks might not help much. But in the summer they are GREAT! |
| I love the new sidewalk on 33rd and the new sidewalks on Texas. We do need more safe ways to cross Texas! |
| The lack of sidewalks in my community is a source of continual frustration, especially now that I have young children. I also walk to/from a bus stop everyday for work and this walk is only partially on sidewalk. My street has a decent number of street parked vehicles. With no sidewalk, this gives pedestrians little choice but to walk close to traffic. My street is scheduled to be narrowed this summer which will only make it feel less safe to walk in the street than it already does. I definitely feel that the community is not designed to ensure the safety or comfort of pedestrians. |
| The city needs to hire good companies to install new sidewalks. Several sidewalk panels that were replaced in my neighborhood last fall have already sunk, causing pooling and flooding. Proper installation means that people can actually safely walk on them. That is not the case in South Oak Hill. |
| They have made walking with children much safer in our neighborhood! |
| I think the city should be prioritizing specific sidewalk locations, like busy streets and |

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|---|
| important crosswalks rather than doing neighborhoods. When I have to use my walker on the street, it's nearly impossible with all the rocks and debris. |
| Sidewalks are essentially with small children but only if they are handicap accessible so I don't have to hop curbs with a stroller. Try walking at Knollwood with a stroller with a coffee cup on it - can't get from the Shoppes to Cub or Cub to the sidewalk without hopping curbs or going in the street. |
| Putting PSI back around Cedar Lake Road is great, but there are only sidewalks on one side and not great ways to cross a super busy streeet. Also, we need to make sure we maintain the sidewalks we do have- sidewalks on cedar lake are currently huge puddles which makes them unusable at times. |
| The sidewalk in front of my house does not extend to the end of my block making it less useful to the community. |
| I use sidewalks a lot with my kids and I really want sidewalks that have a barrier between the road and the sidewalk. The one by the high school does not feel safe to me with my young kids as I can easily jump off to the road. I would like grass between. We go on a lot of walks and will soon go biking a lot and will only travel on those with sidewalks to safety.I do not think paint on roads are safe enough for my kids to bike. This feels like an easy way to not really have to deal with the issue to me. If we want to have safe bike and pedestrian transit We need to put the effort into it to make it that way. I would love to go biking on a bike path on main roads instead of being on the road. I think the city needs to look at other models throughout the country and throughout the world who are doing this well. These places that can make biking and walking feel a lot safer by the way their city is set up And where it is not built around cars. Of course I realize the city is already created but As we make updates we should move toward a different way that puts walkers and bikers first then cars. |
| The Fernhill neighborhood has a large number of pedestrians. Ottawa and Monterey are natural corridors, and neither of those streets have sidewalks. The traffic in Otawa is pretty heavy for a neighborhood street. A sidewalk here is a safety issue. |
| There HAS to be a sidewalk installed on Ottawa between 29th St & 28th. The traffic is far too busy and with street parking pedestrians have to walk in the middle of the street. |
| The spotty nature of sidewalks decreases walkability. We have them on one side, then the other, then half a block, then not at all, etc. The paths and sidewalks dont go to destinations; the sidewalk from the west doesnt reach the library for example. That said, sidewalks make living here much more attractive and safe. |
| I feel very unsafe walking in the street, especially in the winter. It's ridiculous that we don't have sidewalks. I also wish we had City bus routes, but that's a different survey! |
| We need sidewalks and street lighting to make our neighborhood safer to walk in. |

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| In the 30+ years I have lived here without a sidewalk I have never encountered problems nor have I ever heard of a neighbor complaining of problems. In my view sidewalks cut into your front yard and detract. I have noticed many of the houses with the small patch between the sidewalk and street are not maintained very well. Also sidewalks are another issue to maintain in the winter. With my driveway I have the choice of when to plow. What do you do with people who are out of town and a snowfall comes. Who is responsible for cleaning their sidewalk. What do you do in the melt/freeze cycle in which sidewalks become icy. Who is responsible if someone slips. Do we add more salt to keep sidewalks safe which is more going into our rivers. |
| Sidewalks in our area were a complete waste of taxpayer's money. We are not a neighborhood with traffic driving through-only residents. And the city is supposed to clear the sidewalks in the winter...homeowners end up shoveling because it takes so long for it to get done and when it is done it doesn't completely clear the walk so they get icy and everyone ends up walking in the street anyway. |
| For walking in inclement weather, they are terrible. There are many puddles one must wade through and if you are wellies you're fine. If not then you are hiking in above ankle deep water. Then there is the ice. It was terrible this year. There are neighbors that don't even try to shovel and ironically they were the ones that had the best sidewalks to traverse. It is wonderful to have them to get to the library, to the schools, friends, etc. But if every major rainstorm or ice storm makes them unusable then something must be done. The question is what. |
| I pay $500 per season to have my driveway plowed, and wold have to pay more to add sidewalk. Would our streets, in winter be narrow, as in the City? Now, the snow from the driveway is pushed onto the area where the sidewalk would go. We would lose many mature trees. |

| Topic | Description | Sample Survey Comment | Comment Count |
|---|---|---|---|
| **Theme 1: Impact on travel behaviors** | | | **317** |
| **Challenges to using sidewalks** | | | **74** |
| Poor winter maintenance | Difficulties that respondents experience when using sidewalks because they are not well maintained by the City and/or residents, particularly in the winter. | "Access to current sidewalks is severely limited in the winter due to snow and ice. If they were more cleared, I would use them more often." | 46 |
| Removal of sidewalk | Instances where respondents are unable to use sidewalks because they were removed by the City. | "We had a sidewalk until road improvements were done and they took away the sidewalk. I would like to have a sidewalk back since I used it almost everyday especially when my grandchild was here." | 1 |
| Sidewalk condition | Examples of poor sidewalk conditions, such as damaged sidewalks that are hazardous due to tree roots, rocks, and debris that make using sidewalks difficult and unsafe. | "The tree roots are raising lots of sidewalks. Younger kids and older adults trip more often." | 18 |
| Sidewalk design | Elements of the sidewalk design, such as narrow and low sidewalks and lack of buffers that make using sidewalks unsafe and/or unattractive. | "Also - we live in a heavily Jewish neighborhood with a lot of sidewalk and during Shabott[sic], no one uses the sidewalks because they are not wide enough so they are typically walking in the street, even the very busy ones like 26th." | 9 |
| **Barriers to walking** | | | **75** |
| Auto-orientedness | Impacts of automobile-dependency and car-oriented street design that discourage respondents from walking. | "SLP is far too dangerous and car dominated for anyone on foot or bike." | 9 |
| Insufficient traffic calming measures | The lack of and the need for traffic-calming measures that would slow down traffic. | "I would much prefer that the mature trees be kept and that traffic calming measures be used to slow vehicle traffic on the roads." | 5 |
| Lack of destinations to walk to | The absence of and the need for places such as coffee shops, stores, and restaurants in close proximity to where people live so that they can get to by walking. | "I think overall sidewalks are beneficial. If there were more restaurants/stores and other things in walkable distance, I would choose to walk more." | 4 |

| Topic | Description | Sample Survey Comment | Comment Count |
|---|---|---|---|
| Lack of pedestrian-friendly facilities | Comments that highlight the need for pedestrian-friendly facilities, such as street lights, crosswalks, and bump outs and how the lack of such facilities discourage respondents from walking. | "We need sidewalks and street lighting to make our neighborhood safer to walk in." | 15 |
| Poor sidewalk connectivity | The lack of sidewalks on both sides of the street or the abrupt ending of sidewalks that make it difficult for respondents to walk safely and comfortably. | "Sidewalks are great, as long as they are relatively consistent, at least on a block-by-block basis. Some of the sidewalks in our area end abruptly mid-block, forcing us back onto the street while we're walking our dog, which is daily in reasonable weather." | 42 |
| **Utility of sidewalks** | | | **168** |
| Accessing destinations | The places that respondents go to using sidewalks, including grocery stores, schools, lakes, the library, parks, places of worship, retail, transit, work, the post office, and neighbors and friends' homes. | "My wife and I walk regularly and having complete sidewalks makes it more likely we will walk in the neighborhood rather than traveling by car to a park to walk. Also, I now walk to the library and parks as well as walking to work when weather allows." | 36 |
| Activities | Activities that respondents engage in on sidewalks, such as walking, running, walking the dog, bicycling, playing, using a stroller, or using a mobility aid device. | "We have a lot of activity - kids playing, folks walking to the park, dog walking - and it is troublesome to have these activities plus traffic on the blocks without sidewalks." | 87 |
| Users | The different groups of people that particularly use and benefit from sidewalks, such as children, dog-owners, older adults, and people with disabilities. | "Sidewalks provide the ONLY safe way for people, children, pets to walk and, for kids, to play, riding bikes, scooters, playing hopscotch." | 45 |

| Topic | Description | Sample Survey Comment | Comment Count |
|---|---|---|---|
| **Theme 2: Perceptions of sidewalks** | | | **319** |
| **Benefits of sidewalks** | | | **89** |
| Community interaction | How sidewalks create opportunities for interacting with neighbors. | "We LOVE that fact that SLP has sidewalks!! It has been a great way for us to meet our neighbors and the people that live on the nearby blocks as people walk their dogs, go to the park, play with their children." | 13 |
| Increased safety for pedestrians | The importance of sidewalks in increasing safety for people. | "Sidewalks are a good investment, they provide a safe walking space and a safe place for children to play." | 67 |
| Livability and quality of life | How sidewalks impact residents' quality of life and livability in St. Louis Park. | "We got this sidewalk one and a half years ago and it has improved the quality of our lives." | 9 |
| **Problems associated with having sidewalks** | | | **111** |
| Economic cost | The economic impacts of sidewalks, including the perceived decrease/increase in property values, the cost of maintaining sidewalks, and paying taxes. | "I absolutely DO NOT WANT sidewalks. They reduce property value and increase costs for taxpayers. I already have to pay for snowplowing, and to have to shovel sidewalks will hugely increase my costs." | 27 |
| *Impact on property values* | How sidewalks increase and decrease sidewalks. | "Please give us all the sidewalks and walkability!! […] I believe walkability would improve property values and improve the lives of everyone." | 4 |
| *Maintenance cost* | Paying for constructing and/or maintaining sidewalks. | "As a senior with disability I CANNOT shovel or clean up due to disability and cannot afford to pay someone either!!!" | 10 |
| *Taxes* | How sidewalks impact the amount of taxes they pay and their opinions about their tax money being used for sidewalks. | "The City does the maintenance as far as snow removal, so I cannot complain, but I HATE having the sidewalk on my property. And I hated having to pay for them as well as they do not increase any value, just my taxes." | 13 |

| Topic | Description | Sample Survey Comment | Comment Count |
|---|---|---|---|
| Impact on environment | How the construction of sidewalks impact the environment, including the loss of trees and vegetation and the increase in storm water runoff and urban heat island effect, among others. | "I also feel that there is insufficient recognition of the negative environmental effects of sidewalks: more storm water runoff, loss of trees and other vegetation, adding to the urban heat island, etc." | 28 |
| Impact on private property | How having sidewalks impact lawns and front yards. | "We walk in the streets and kids ride their bikes on the street and I think most are happy with that. I walk my dog several times a day and residential streets are quiet and I feel safe. We don't want to lose our front yards to cement." | 9 |
| Increase in crime | The impact of sidewalks on crime in the neighborhood. | "Since the installation of sidewalks, crime has increased." | 1 |
| Maintenance responsibility | Perceptions about how the responsibility of maintaining sidewalks impacts residents. | "I do not want to be responsible for shoveling snow off of a sidewalk. I prefer my home to not have a sidewalk." | 35 |
| Narrow streets | How the installation of sidewalks changes street width. | "The areas where the streets were narrowed just to put in a sidewalk are a joke. All the residents knew these streets would be nearly impassable in the winter months, true." | 4 |
| Nuisance behavior | Instances where sidewalks encourage nuisance behaviors such as littering, leaving dog waste and playing loud music, among others. | "I don't mind the sidewalk in front of my home but have two relatively common annoyances with them, both have to do with refuse. The first is that I'm more likely to have dog waste in my yard (most people pick up after their animal, but still not fun dealing with those that don't). The other is the garbage that ends up in my yard due to the increased pedestrians (in particular transit riders)." | 7 |
| **Sidewalk related preferences** | | | **119** |
| City responsibilities | What City responsibilities should be in relation to enforcing sidewalk maintenance, building sidewalks, and maintaining them. | "I'm not pleased that the city chooses to put in new sidewalks and will now remove the snow from the new sidewalks.[...] If the city intends to maintain new(their) sidewalks then all the neighborhood sidewalks should be tended to. Or, have the homeowners clean these sidewalks like the rest of us do!" | 36 |

| Topic | Description | Sample Survey Comment | Comment Count |
|---|---|---|---|
| *Better enforcement* | The importance of better enforcement to keep sidewalks clean and safe. | "If the residents are responsible for clearing the sidewalks, that responsibility must be enforced by local government." | 5 |
| *Building sidewalks* | What things need to be taken into consideration when building sidewalks such as resident opinions. | "I feel that the opinions of people in the neighborhood should be given more weight in deciding whether to install a sidewalk. It seems that, at present, the wishes of the residents are given no weight." | 3 |
| *Maintaining sidewalks* | Preferences in relation to maintaining sidewalks, particularly in the winter. | "If people want a walkable City, then the public should clear the sidewalks of snow. The city can clear the sidewalks far more efficiently, cheaper, fairer, safer and healthier way than thousands of individuals equipped with hand-held shovels or snowblowers can." | 28 |
| Location and Aesthetics | | | 83 |
| *Design choice* | Perceptions about what sidewalks should or should not look like and the aesthetics. | "I've seen some that are shaved down to make it more even and smooth. That is appreciated and could be done even more...especially for strollers and kids on bikes and scooters." | 20 |
| *Location choice* | Perceptions about the need for sidewalks in particular streets/neighborhoods, preferences for sidewalks on one side vs both sides of the street, and other preferences that relate to where sidewalks should/should not go. | "I love having sidewalks on busier streets, but do not see the need to put them into established neighborhoods with low traffic." | 63 |

**Appendix B: Property Value Analysis Technical Memo**

## Introduction

The City of St. Louis Park has developed a number of plans such as the *Trails and Sidewalks Master Plan* (1999), *Active Living: Sidewalks and Trails* (2007), and *Connect the Park* (2013) to improve its pedestrian network. The *Connect the Park* plan identifies a six-year funding stream (2018-2023) for new sidewalk implementation to provide connectivity, improve safety and accessibility, and enhance livability.[1]

While many people support the City's efforts to implement sidewalks, staff have identified a number of resident concerns associated with sidewalk implementation. Common concerns include effects on property values, increases in crime, the removal of trees/loss of green space, and the resident burden of maintaining sidewalks. In addition, staff have also heard from residents that sidewalks will not be used because everyone drives or that streets are quiet enough for pedestrians to walk on the road.

As graduate students at the University of Minnesota's Humphrey School of Public Affairs, we were interested in evaluating the concerns raised by residents and measuring the future effects of St. Louis Park's planned sidewalk and trail implementation. We partnered with the City to answer the following research questions (see Figure 1), which were informed by the needs and interests of St. Louis Park staff.

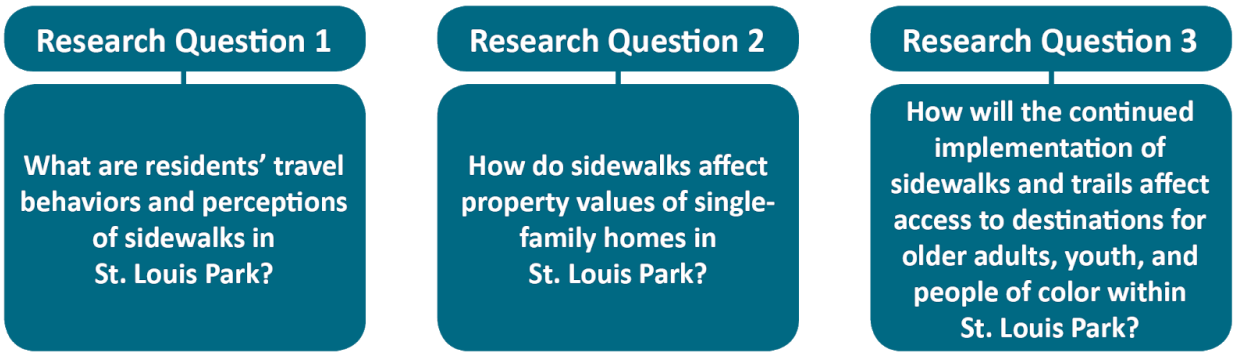


Figure 1: Research questions

To answer these questions, we developed a mixed methods approach that combined a web-based survey, a property value analysis, and a GIS-based accessibility analysis which address concerns

[1] City of St. Louis Park. (2019). Connect the Park. Retrieved from https://www.stlouispark.org/government/departments-divisions/engineering/connect-the-park

raised by residents and illustrate how access to destinations will change with continued implementation of sidewalks and trails.

This technical memo is the second of the three appendices of the capstone report entitled *Sidewalks in St. Louis Park: Understanding Resident Perceptions and Behaviors, Effects on Property Values, and Accessibility*. The memo provides a detailed description of the background, methodology, and results for the survey administered in response to Research Question 2.

**Background**

A major concern the City heard from residents around sidewalk implementation was that sidewalks would impact their property values - most worrying that a sidewalk would raise the value of their home, resulting in higher property taxes. Many studies over the years have tried to identify and explain the factors influencing residential property values, as discussed in the following paragraphs. However the effect of sidewalks on property values is not well established, and generally relies on environmental factors that enhance walkability holistically, rather than sidewalks independently.

For example, a 2009 report by CEOS for Cities examined the effect of the Walk Score measure on the price of single-family home. The Walk Score is a metric frequently used for real estate interests that measure the number of consumer destinations within walking distance of a property. In a study of 90,000 home sales, authors found that greater walkability increased property values for homeowners in 13 out of the 15 U.S. markets studied.[2]

Additional studies approach this relationship through an urban form lens, with varying results. For example, in urban areas with a grid street system and mixed land uses, sidewalks are generally considered valuable and have a greater (positive) effect on property values than in suburban areas. In more sprawling suburban residential built environments the effect is minimal, if not slightly negative.[3]

A study of Washington County, OR also examined the relationship between land use and property values. The authors hypothesized that mixed-use neighborhoods are more walkable than other forms of development and would have a positive influence on home sales.They found that

[2] CEOs for Cities. (2009). Walking the walk: how walkability raises home values in U.S. cities. Retrieved from ResearchGate.net

[3] Li, W., Joh, K., Lee, C., Kim, J.H., Park, H., & Woo, Ayoung. (2015). Assessing benefits of neighborhood walkability to single-family property values: a spatial hedonic study in Austin, TX. Journal of Planning Education and Research 35(4). Retrieved from https://journals.sagepub.com/doi/full/10.1177/0739456X15591055Li et al., 2015

single-family home values were positively affected by proximity to parks and neighborhood scale commercial nodes, but negatively affected by large scale commercial development.[4] This reinforces the notion that walkable destinations and environments are important for property values, but does not isolate sidewalks independently to determine their effect.

**Methodology**

To explore whether sidewalks independently have an impact on property values in St. Louis Park, we undertook a hedonic regression analysis for single-family home sales. This technique controls for the effect of a number of independent variables on the sale price of a home (the dependent variable), in order to isolate the effect of each. Through this method we aim to break down complex values that influence consumer decisions and identify factors that result in a higher or lower home sale price.

Hedonic regression is a common approach for researchers trying to understand influences on property values, specifically for single-family homes. However the inclusion of sidewalks as a standalone independent variable is less well studied. Many researchers include walkability in their analyses,[5] however this measure is reflective of broader accessibility to destinations than the mere presence of a sidewalk, as discussed above.

Regardless, the existing literature provides a blueprint for variables that are known to influence property values. The size, age, and other structural elements account for a large portion of the variation in sale price. Environmental characteristics such as access to a central business district (CBD) and employment opportunities, as well as area median income are also influential.[6] Table 1 summarizes the variables we identified in our literature review, which shaped how we built our model for St. Louis Park.

[4] Song, Y. & Knaap, G.J. (2004). Measuring the effects of mixed land uses on housing values. Regional Science and Urban Economics 34(6). Retrieved from https://doi.org/10.1016/j.regsciurbeco.2004.02.003
[5] CEOs for Cities (2009), Li et al (2015)
[6] Gibbons, S. & Machin, S. (2008). Valuing school quality, better transport, and lower crime: evidence from house prices. Oxford Review of Economic Policy 24(1). Retrieved from https://econpapers.repec.org/article/oupoxford/v_3a24_3ay_3a2008_3ai_3a1_3ap_3a99-119.htm

Table 1. Summary of the most common variables identified in property value regression literature

| Study | Age of Structure | Lot Size | Building Area | Bathrooms | Bedrooms | Date of Sale | Basement | Fireplace or AC | Garage (Size) | Distance to Commercial | Access to Jobs | Distance to CBD | Property Tax | Median Family Income | Distance to Green Space | Land Use | School Proximity or Quality |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Guo et a. (2017)[a] | x | | | | | | | | | x | | x | | | x | x | x |
| MORPC (2015)[b] | x | x | x | x | x | x | | x | | | | | | | | | x |
| Li et al. (2015)[c] | x | x | x | x | x | | | | x | | x | x | | x | x | x | x |
| Goetz (2010)[d] | x | x | x | x | x | x | | | | x | | x | | | | | |
| CEOs for Cities (2009)[e] | x | | x | x | x | | | | | x | x | x | | x | | | |
| Song & Knaap (2004)[f] | x | x | x | | | | | | | x | x | x | x | x | x | x | x |
| Li & Brown (1980)[g] | x | x | | x | x | | x | x | x | x | | x | x | x | x | | x |

[a] Guo, Y., Peeta, S., & Somenahalli, S. (2015). The impact of walkable environment on single-family residential property values. *The Journal of Transport and Land Use 10*(1). Retrieved from https://www.jtlu.org/index.php/jtlu/article/view/824

[b] Mid-Ohio Regional Planning Commission. (2015). *Economic impact of trails study: technical memorandum 5 – property value analysis DRAFT*.

[c] Li et al, 2015). Assessing benefits of neighborhood walkability to single-family property values: a spatial hedonic study in Austin, TX. Journal of Planning Education and Research 35(4). Retrieved from https://journals.sagepub.com/doi/full/10.1177/0739456X15591055

[d] Goetz, E., Ko, K., Hagar, A., Ton, H., & Matson, J. (2010). *The Hiawatha Line: impacts on land use and residential housing value*. Retrieved from http://www.cts.umn.edu/publications/researchreports/pdfdownload.pl?id=1334

[e] CEOs for Cities. (2009). Walking the walk: how walkability raises home values in U.S. cities. Retrieved from ResearchGate.net

[f] Song, Y. & Knaap, G.J. (2004). Measuring the effects of mixed land uses on housing values. Regional Science and Urban Economics 34(6). Retrieved from https://doi.org/10.1016/j.regsciurbeco.2004.02.003

[g] Li, M., & Brown, J. (1980). Micro-neighborhood externalities and hedonic housing prices. Land Economics, 56(2). Retrieved from https://econpapers.repec.org/article/uwplandec/v_3a56_3ay_3a1980_3ai_3a2_3ap_3a125-141.htm

## Data

Based on existing research and discussions with St. Louis Park and our advisor, we narrowed in on a set of variables representing either structural characteristics of each property or environmental characteristics of the surrounding neighborhood.[7] This organization reflects the influence of variables at multiple scales on the value of a particular home. Not only is the quality of the structure itself significant, but a property is also desirable for its proximity to neighborhood amenities. Table 2 shows the final list of variables according to structural or environmental significance, along with the source of data for each.

Table 2. Regression variables and data sources

| Structural | Environmental |
|---|---|
| **Lot size**<br>Hennepin County Parcel Data | **Tax rate**<br>Hennepin County Parcel Data |
| **Effective age**<br>St. Louis Park | **Proximity to the highway**<br>U.S. Census TIGER/Line road data |
| **Actual age**<br>Hennepin County Parcel Data | **Proximity to parks**<br>Hennepin County |
| **Number of bedrooms**<br>St. Louis Park | **Proximity to schools**<br>Compiled by research team |
| **Number of bathrooms**<br>St. Louis Park | **School zone quality**<br>MN Dept. of Education, school report cards |
| **Size of garage**<br>St. Louis Park | **Job accessibility**<br>Accessibility Observatory |
| **House square footage**<br>St. Louis Park | **Walkability**<br>U.S. EPA National Walkability Index |
| **Presence of a fireplace**<br>St. Louis Park | **Median household income**<br>U.S. Census |
| **Presence of central AC**<br>St. Louis Park | |
| **Presence of a basement**<br>St. Louis Park | |
| **Presence of a sidewalk**<br>St. Louis Park | |

*Structural*

We assembled data for each of these variables from a variety of sources, including Hennepin County, the City of St. Louis Park Assessor's Office, and the U.S. Census Bureau. Our analysis began with a foundation of Hennepin County property records, identifying 18,100 parcels in St. Louis Park (including commercial and vacant parcels). These data are complete with information

[7] Goetz, E., Ko, K., Hagar, A., Ton, H., & Matson, J. (2010). *The Hiawatha Line: impacts on land use and residential housing value*. Retrieved from http://www.cts.umn.edu/publications/researchreports/pdfdownload.pl?id=1334

on parcel size, structure age, taxable value (including net taxes paid), and most importantly, the year and price of each parcel's most recent sale. These data are available as a shapefile through the Hennepin County Open GIS[8] online data portal.

The remaining structural data was provided by the City of St. Louis Park Assessor's Office. This included information on the internal square footage of a home, effective age[9], number of bedrooms and bathrooms, size of a garage, presence of a fireplace, central air conditioning, and presence of a basement.

*Environmental - Calculated*

Environmental variables with spatial components were then calculated using additional road data from the U.S. Census Bureau and sidewalk data from St. Louis Park. These included proximity to highways (within 250 feet of a U.S. or State Highway, 150 feet of a County road), parks (0.1 mile, or about a city block) and schools (0.25 miles). To assist with our main research question, a dummy variable was assigned to each parcel based on whether a sidewalk is present on that property.

*Environmental - Demographic and Contextual*

Additional demographic and contextual data were gathered from four databases. Access to jobs was extracted from an Accessibility Observatory data set of automobile accessibility. This measure represents access to jobs within a 30 minute radius of each census block group in St. Louis Park.[10] (This feature was calculated based on automotive accessibility, and is not considered a multi-modal measure.)

Similarly, the U.S. Environmental Protection Agency created a metric for how walkable each census block group is, called the National Walkability Index. This figure gives a sense of how many destinations residents of each block group can reach by walking, by examining land use patterns and built environment characteristics. A score of 1 represents environments that are hostile to walking, while a score of 4 represents supportive walking environments.

[8] https://www.hennepin.us/gisopendata

[9] Effective age represents more than a structure's build date. It encompassess physical wear and tear, and measures of a structure's utility compared to those of older or more recent construction dates.

[10] Based on the Workplace Area Characteristics of the LEHD dataset, available here: https://lehd.ces.census.gov/data/#qwi

A school quality ranking was compiled by averaging percentage ratings of attendance and educational attainment standards in math, science and reading for each elementary school zone in St. Louis Park, as provided by the Department of Education.[11]

Finally, U.S. Census (American Community Survey) data was used to determine the median income of each block group and the percent of residents who identify as white. This metric used a five year average from

*Data Preparation*

To keep data relevant to our research question, we used three filters in ArcGIS and Excel to narrow down the parcels we analyzed. First, we only included single-family residential properties filed as "homestead" to remove rentals. We did not include condos or townhomes because they vary in too many characteristics for an even comparison with single-family homes.

We then filtered by date sold to include only 2013-2018. This was done, first of all, to keep data relevant to current conditions and the timeline of the Connect the Park Plan. Additionally, we included property sales starting in 2013 because of trends in housing sales that rebounded from the recession and stabilized by that point. To account for any variation in the market through these selected years, we also controlled for the year in the final regression.

The final step identified parcels with incomplete data, or outliers that signaled some form of atypical sale. For example, there were a handful of parcels with a sale price of under $50,000. Knowing that the average sale price of our dataset was closer to $300,000, we suspected that these represented property transfers between family members, or perhaps degraded, foreclosed homes. Either way these did not seem to represent a typical sale, and we removed them from our dataset.

After gathering and cleaning the data, we arrived at a dataset of 3,191 parcels that fit our criteria. Of these, 50.8% had a sidewalk adjacent to the property. Table 3 shows the variation and general descriptive statistics of the parcels that we utilized for the final regression, while Figure 2 shows their spatial distribution across St. Louis Park.

[11] School report cards available at: https://rc.education.state.mn.us/#mySchool/p--3

Table 3. Regression variable descriptive statistics

| Variable | Average | Median | Low | High |
|---|---|---|---|---|
| Actual Age | 68 | 68 | 1 | 145 |
| Parcel Area | 8313 | 7229 | 2612 | 56641 |
| Bedrooms | 3 | 3 | 0 | 7 |
| Bathrooms | 2 | 2 | 0 | 8 |
| Garage Stalls | 2 | 2 | 0 | 4 |
| Effective Age | 38 | 37 | 1 | 109 |
| Air Conditioning | Central | Central | None | Central |
| Fireplace Number | 1 | 0 | 0 | 3 |
| Basement | Yes | Yes | No | Yes |
| Internal Square Feet | 2294 | 2128 | 610 | 7815 |
| Tax Rate | 0.015 | 0.015 | 0.013 | 0.017 |
| Highway Nuisance | 0 | 0 | 0 | 1 |
| Sidewalk Present | Yes | Yes | No | Yes |
| Proximal to Park | 0 | 0 | 0 | 1 |
| Proximal to School | 0 | 0 | 0 | 1 |
| School Quality | 63 | 61 | 60 | 69 |
| Walkability | 3 | 3 | 1 | 4 |
| Median Household Income | 84,646 | 80,847 | 33,008 | 166,147 |
| Jobs Within 30 Minutes | 1,737,086 | 1,774,648 | 1,482,701 | 1,789,258 |
| Sale Price | 307,894 | 274,000 | 50,000 | 962,500 |

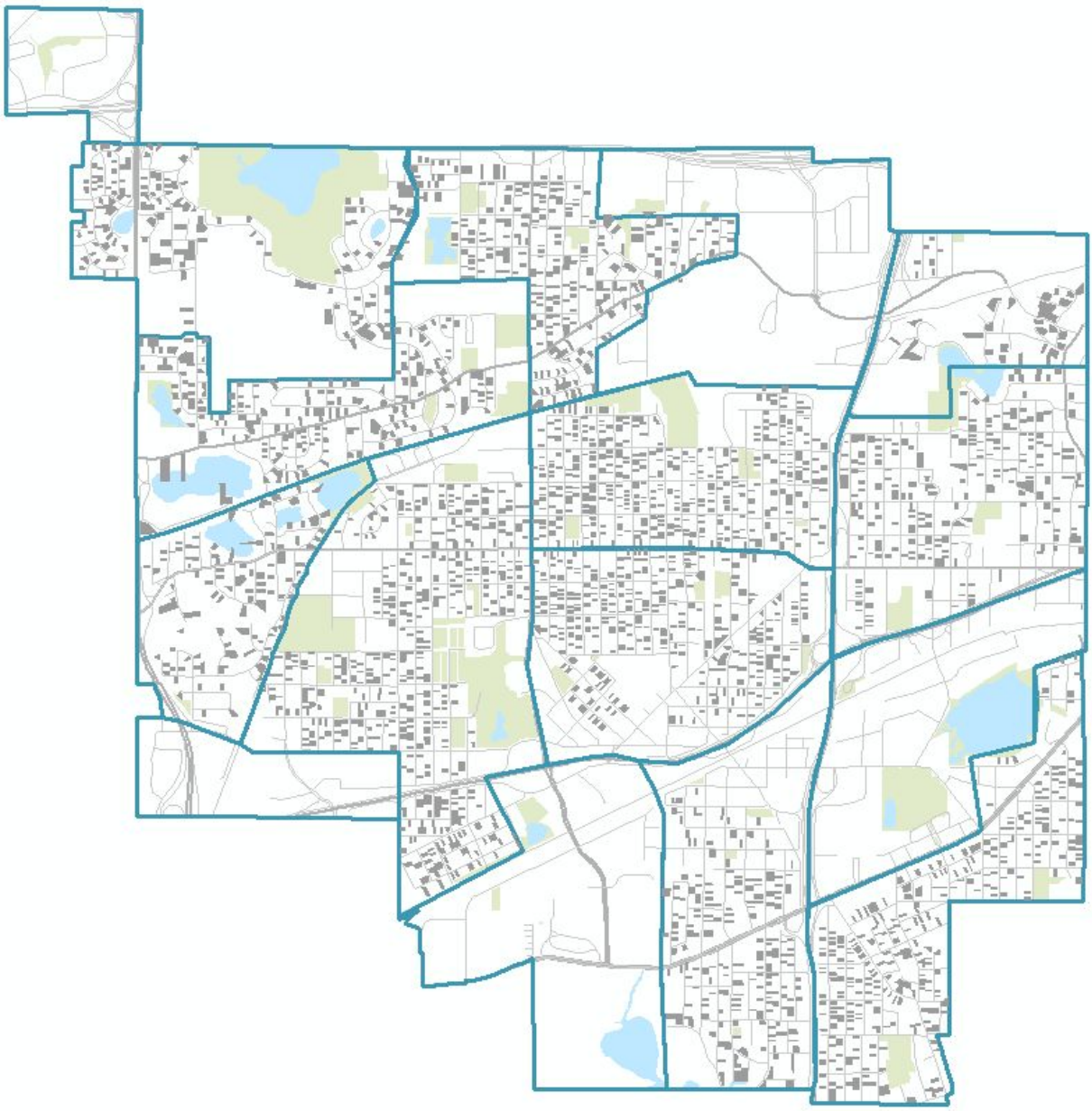

Figure 2. Distribution of single-family home parcels with sufficient data for including in our regression

**Analysis**

With the data assembled, we performed a series of tasks to test the data's fit for a regression, starting with biased distribution and later verifying our regression with a test for multicollinearity. With a better understanding of the data's distribution, we proceeded with Stata to process the final regression.

The results of both the Shapiro-Wilk and Shapiro-Francia tests in Stata revealed that our parcel data did not neatly fall into a normal distribution. Due to the presence of a small number of very expensive houses, our data was skewed positively. With this knowledge, we eventually decided to keep only the properties sold between $50,000 and $1,000,000. Figure 3 shows the resulting distribution in sale prices, both in absolute price (top) and the log of the sale price (bottom). Even with this adjustment the data skews positively, however the size of the skew was not enough to deter us from proceeding with our regression approach.

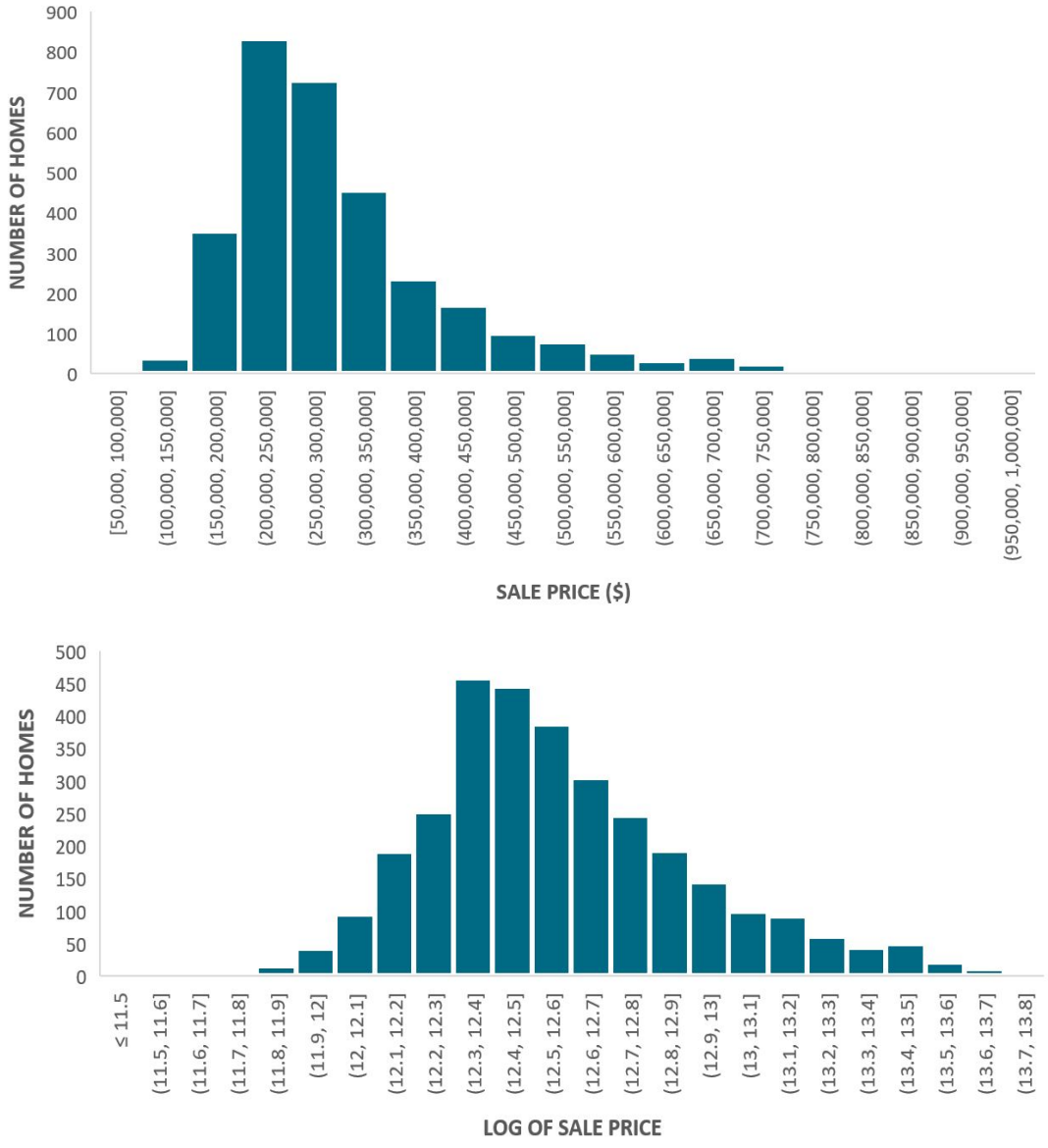


Figure 3. Sale price distribution in final parcel dataset

With these final data verification steps complete, we conducted a regression and tested for multicollinearity in our results. Our final regression equation was as follows:

```
reg sale_price actualage parcel_are bed bath garage effectivea
fireplacenum basement_yn inside_area tax_rate hwy_prox_negative sidewalk
parkprox schoolprox schoolscore nwi med_hh_income jobs_30min ACcentral
y2014 y2015 y2016 y2017 y2018, r
```

We included two steps in our process to check for multicollinearity concerns within our data: in Excel before performing other statistical analyses, as well as through a VIF test in Stata after the regression. Following this regression with a VIF test for multicollinearity, we did not see any excessive overlap that would cause us to remove a variable. There was a high VIF level of correlation for the inside area of a home, however we would expect that based on the nature of our research question and other variables.

**Results**

As a result of our Stata analysis, we found that sidewalks have no statistical significance on the sale price of single-family homes in St. Louis Park. Overall our model functioned very well, with an $R^2$ value of 0.73. Most variables performed as we expected based on our literature review. The full Stata results output is available in Figure 4, with a summary available in Table 4.

Linear regression

| | |
|---|---|
| Number of obs | 3,191 |
| F(24, 3166) | 195.80 |
| Prob > F | 0.0000 |
| R-squared | 0.7303 |
| Root MSE | 64429 |

| sale_price | Coef. | Robust Std. Err. | t | P>\|t\| | [95% Conf. | Interval] |
|---|---|---|---|---|---|---|
| actualage | 471.3608 | 156.691 | 3.01 | 0.003 | 164.1347 | 778.5869 |
| parcel_are | 1.765126 | .4436713 | 3.98 | 0.000 | .8952139 | 2.635038 |
| bed | 6811.188 | 2072.781 | 3.29 | 0.001 | 2747.059 | 10875.32 |
| bath | 27429.53 | 2441.39 | 11.24 | 0.000 | 22642.66 | 32216.39 |
| garage | 13739.71 | 2024.587 | 6.79 | 0.000 | 9770.08 | 17709.35 |
| effectivea | -1218.565 | 86.87122 | -14.03 | 0.000 | -1388.895 | -1048.235 |
| fireplacenum | 26362.76 | 2774.312 | 9.50 | 0.000 | 20923.13 | 31802.39 |
| basement_yn | 5978.365 | 23806.3 | 0.25 | 0.802 | -40698.97 | 52655.7 |
| inside_area | 60.6232 | 4.161077 | 14.57 | 0.000 | 52.46452 | 68.78188 |
| tax_rate | 1.03e+08 | 1.15e+07 | 8.95 | 0.000 | 8.03e+07 | 1.25e+08 |
| hwy_prox_negative | -12829.42 | 4206.068 | -3.05 | 0.002 | -21076.31 | -4582.525 |
| sidewalk | 3283.37 | 2843.7 | 1.15 | 0.248 | -2292.311 | 8859.05 |
| parkprox | 4202.898 | 2453.989 | 1.71 | 0.087 | -608.6724 | 9014.467 |
| schoolprox | -9440.799 | 2975.632 | -3.17 | 0.002 | -15275.16 | -3606.436 |
| schoolscore | 4889.3 | 487.6596 | 10.03 | 0.000 | 3933.139 | 5845.46 |
| nwi | 5546.037 | 1866.132 | 2.97 | 0.003 | 1887.088 | 9204.987 |
| med_hh_income | .6035079 | .0639414 | 9.44 | 0.000 | .4781371 | .7288788 |
| jobs_30min | .0234834 | .0131402 | 1.79 | 0.074 | -.0022807 | .0492475 |
| ACcentral | 15758.72 | 4459.856 | 3.53 | 0.000 | 7014.218 | 24503.22 |
| y2014 | 4156.157 | 4853.656 | 0.86 | 0.392 | -5360.472 | 13672.79 |
| y2015 | 16427.43 | 4163.448 | 3.95 | 0.000 | 8264.105 | 24590.76 |
| y2016 | 32722.88 | 4121.234 | 7.94 | 0.000 | 24642.32 | 40803.44 |
| y2017 | 46939.45 | 4063.65 | 11.55 | 0.000 | 38971.8 | 54907.11 |
| y2018 | 63705.77 | 4404.333 | 14.46 | 0.000 | 55070.14 | 72341.41 |
| _cons | -1968799 | 170076.8 | -11.58 | 0.000 | -2302270 | -1635327 |

Figure 4. Stata regression results

Table 4. Summary of regression findings for influences on single-family home property values in St. Louis Park

| Variable | Effect on Property Value |
|---|---|
| Effective age | - |
| Proximity to the highway | - |
| Proximity to schools | - |
| Presence of a basement | None |
| Presence of a sidewalk | None |
| Proximity to parks | None |
| Job accessibility | None |
| Lot size | + |
| Actual age | + |
| Number of bedrooms | + |
| Number of bathrooms | + |
| Size of garage | + |
| House square footage | + |
| Presence of a fireplace | + |
| Presence of central AC | + |
| Tax rate | + |
| School zone quality | + |
| Walkability | + |
| Median income | + |

## Limitations

Additional data could have made the regression stronger, but was limited by availability issues. For example, additional information on amenities such as porches, patios, or trees on the property may have also had an influence on property values, but we could not identify that effect due to lack of any central data record.

Also, our dummy variable for sidewalk presence was not verified with sale date and sidewalk installation date to confirm that the sidewalk was actually present at the time of sale. Our sidewalk data was not complete enough to determine the year installation of sidewalk segments in the Connect the Park plan. Therefore it is possible that a limited number of parcels were coded as having a sidewalk when in actuality it was installed after the property sold.

**Appendix C: Accessibility Analysis Technical Memo**

## Introduction

The City of St. Louis Park has developed a number of plans such as the *Trails and Sidewalks Master Plan* (1999), *Active Living: Sidewalks and Trails* (2007), and *Connect the Park* (2013) to improve its pedestrian network. The *Connect the Park* plan identifies a six-year funding stream (2018-2023) for new sidewalk implementation to provide connectivity, improve safety and accessibility, and enhance livability.[1]

While many people support the City's efforts to implement sidewalks, staff have identified a number of resident concerns associated with sidewalk implementation. Common concerns include effects on property values, increases in crime, the removal of trees/loss of green space, and the resident burden of maintaining sidewalks. In addition, staff have also heard from residents that sidewalks will not be used because everyone drives or that streets are quiet enough for pedestrians to walk on the road.

As graduate students at the University of Minnesota's Humphrey School of Public Affairs, we were interested in evaluating the concerns raised by residents and measuring the future effects of St. Louis Park's planned sidewalk and trail implementation. We partnered with the City to answer the following research questions (see Figure 1), which were informed by the needs and interests of St. Louis Park staff.

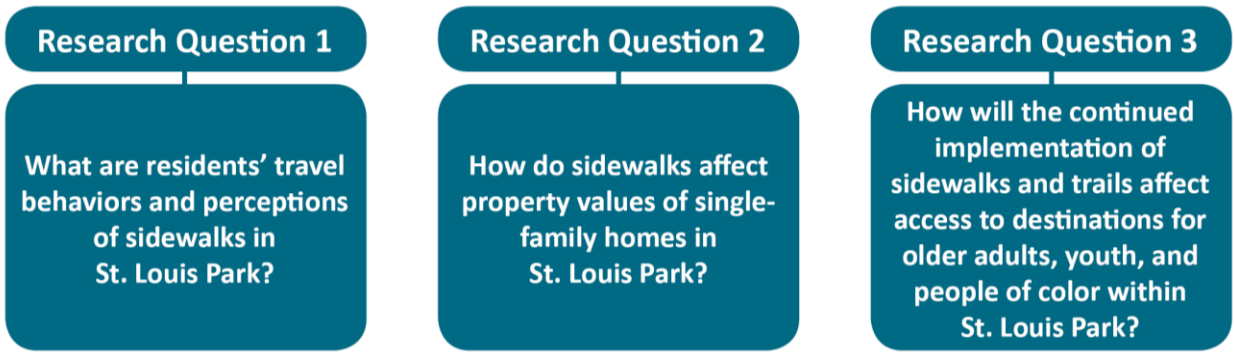

Figure 1: Research Questions

To answer these questions, we developed a mixed methods approach that combined a web-based survey, a property value analysis, and a GIS-based accessibility analysis which address concerns raised by residents and illustrate how access to destinations will change with continued implementation of sidewalks and trails.

[1] City of St. Louis Park. (2019). Connect the Park. Retrieved from https://www.stlouispark.org/government/departments-divisions/engineering/connect-the-park

This technical memo is the third of the three appendices of the capstone report entitled *Sidewalks in St. Louis Park: Understanding Resident Perceptions and Behaviors, Effects on Property Values, and Accessibility*. The memo provides a detailed description of the background, methodology, limitations, and full results for the accessibility analysis conducted in response to Research Question 3.

## Background

Accessibility "measures the opportunities provided by the transportation location system, and the ease of reaching places from other places."[2] Accessibility can be measured both in terms of the number of destinations that can be reached from a given origin and in terms of the number of people that can reach a destination within a specified distance. For example, the University of Minnesota's Accessibility Observatory uses a complex equation to generate a value that represents the accessibility of a place to a specific type of destination using a specific mode, such as access to jobs by walking.[3] For the purposes of this analysis, we chose to define accessibility based on the number or share of people who could travel to a specific destination or set of destinations on foot within a specific distance using the existing or planned walking network. The walking network includes sidewalks, trails, crosswalks, pedestrian bridges, and associated infrastructure. We thought it was necessary to broaden our focus beyond sidewalks, the main focus of our research, in order to accurately capture the formal walking network in St. Louis Park.

Staff from the City of St. Louis Park as well as our team members were particularly interested in evaluating accessibility via walking for older adults, youth, and people of color. Our analysis allowed us to establish a baseline for how many people in St. Louis Park can theoretically access different destinations in the community using the existing system of sidewalks and trails, then measure how accessibility would change if all planned sidewalks and trails were constructed. Despite its limitations, we chose to measure accessibility using the method described below because it uses existing data, fit within the skill set of our team and our project timeline, and is used by transportation consultants to evaluate accessibility by walking at small geographic scales.[4]

---

[2] Levinson, D. & Krizek, K. (2008). *Planning for Place and Plexus: Metropolitan Land Use and Transport.* New York, NY: Routledge. pp. 11.
[3] Owen, A., Levinson, D., & Murphy, B. (2015). Access Across America: Walking 2014. *University of Minnesota Center for Transportation Studies.* Retrieved from http://access.umn.edu/research/america/walking/2014/documents/CTS15-03.pdf
[4] J. Schoner, personal communication, February 4, 2019.

## Methodology

The major steps in our accessibility analysis included:

1. Gathering pedestrian network data
2. Building walking network models (sidewalks, trails, pedestrian bridges, etc.)
3. Selecting destinations and gathering data
4. Preparing Census data
5. Performing the network analysis
6. Analyzing results

Figure 2 shows a simplified overview of the workflow used for the final network analysis.

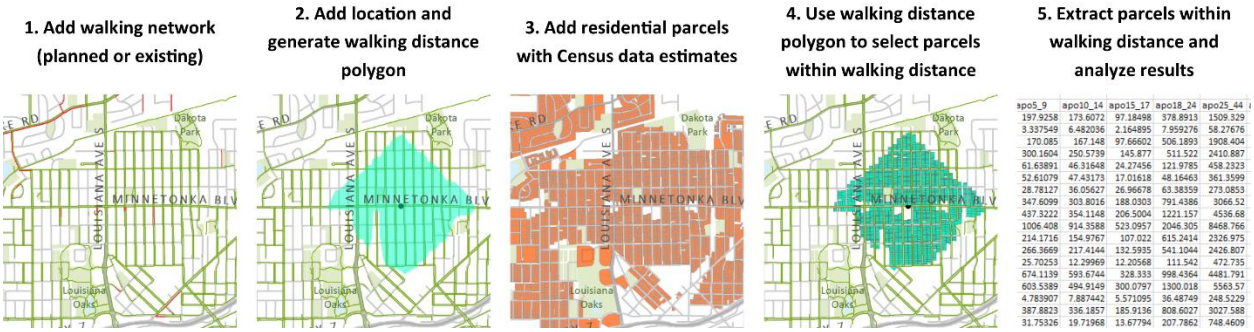


Figure 2: Network Analysis Workflow

*Assumptions*

There are some major assumptions associated with this method of analysis, including:

- People walking will only cross streets at intersections and marked crosswalks.
- People walking will not walk in the street, even as a connection between two sidewalks or trails.
- People walking will not use "informal" routes, cut-throughs, etc.

Any interpretation of the results of this analysis should acknowledge the actual walking behaviors of St. Louis Park residents.

*Building Sidewalk Networks*

We chose to measure accessibility using Network Analyst, an extension for ESRI's ArcGIS software package that uses digital representations of real transportation networks to calculate

service areas for businesses and community services, among other functions.[5] The Network Analyst software requires that network data have specific characteristics, which requires significant data cleaning and preparation. For example, all lines representing paths in the network must be connected at vertices for the analysis to work properly. We started with shapefiles provided by St. Louis Park which contained lines representing the current network of sidewalks and trails as well as the planned network of sidewalks and trails from the City's Capital Improvement Plan. We then used ArcMap to edit the data according to the steps outlined below to produce connected networks that would function properly in the software.

Existing Network Data Preparation Steps:

- Combined existing sidewalk and trail shapefiles
    - Removed Minnetonka Blvd ("marked on road" bicycle facility)
- Added connections for marked crosswalks and corners where people are likely to cross in residential neighborhoods
- Filled small gaps between existing sidewalk segments
- Added sidewalk segments missing from city data
- Used Google Street View and aerial imagery from the Minnesota Geospatial Image Service (2017 Color FSA Aerial Imagery) as needed to verify network connections
- Added field "Cap_add," meaning segment was added by capstone team (1=yes, 0=no)
- Used ArcMap "Integrate" tool with 2 meter tolerance to ensure correct vertex connectivity

Planned Network Data Preparation Steps:

- Combined existing network created in previous steps with shapefile of projects included in St. Louis Park's Capital Improvement Plan
- Removed all segments used exclusively by bikes such as on-street bike lanes (ASSETTYP=Bikeway)
- Removed all segments marked as completed
    - Cross-checked with existing network data to confirm that all completed segments were included
- Coordinated with St. Louis Park Engineering Department to remove segments no longer planned and update other segments
    - Removed projects listed as "removed"
    - Park Commons Drive project switched to Trail project per Ben Manibog
    - Added pedestrian bridge connection east of Highway 100 over Cedar Lake Trail/BNSF rail line per Ben Manibog
- Edited combined file to ensure connectivity and remove any overlapping segments
- Updated field "Cap_add," meaning segment was added by capstone team (1=yes, 0=no)

[5] ESRI. (2010). Network Analyst Tutorial. Retrieved from http://help.arcgis.com/en/arcgisdesktop/10.0/pdf/network-analyst-tutorial.pdf

- Used ArcMap “Integrate” tool with 2 meter tolerance to ensure correct vertex connectivity

The existing and planned walking networks are shown in Figure 3. The planned walking network includes both the existing and planned facilities shown.

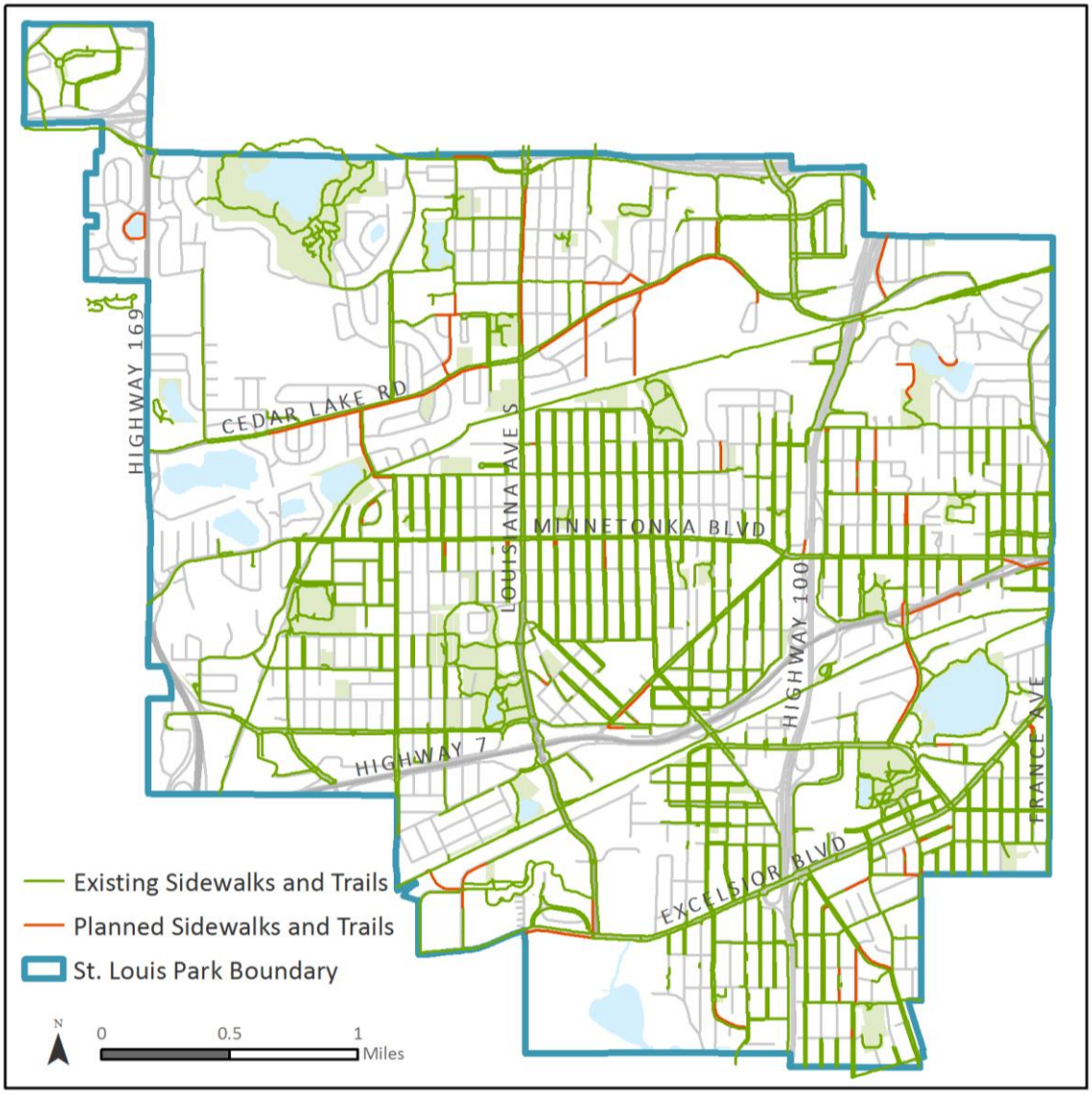


Figure 3: Existing and Planned Walking Network

*Destination Selection and Data Gathering*

We worked with City of St. Louis Park Engineering staff to define a list of destinations that would provide useful insight on the effects of sidewalk implementation and cover different groups of people who walk. We also purposefully chose destinations that were part of our survey

with the hope that the combined findings could help us draw additional conclusions. We ultimately settled on 19 destination categories. Some of the items listed represent a single location, such as the St. Louis Park branch of the Hennepin County Library, while other represent a class of generalized locations, such as grocery stories. We gathered location data from different sources based on availability and completeness of data, including the Minnesota Geospatial Commons, ESRI's Business Analyst tool, and manual geocoding based on addresses. Table 1 shows the destinations used in the analysis and their data sources.

Table 1: Destinations Studied and Data Sources

| Dataset | Number of Destinations | Source | Details |
|---|---|---|---|
| **All K-12 Schools** | **22** | Minnesota Department of Education | Via MN Geospatial Commons |
| **Daycare Centers** | **12** | ESRI Business Analyst | NAICS Code 624410 |
| **Grocery Stores** | **15** | ESRI Business Analyst | NAICS Code 4451 |
| **Food Shelf** | **1** | Hennepin County | |
| **Retail Stores** | **17** | ESRI Business Analyst | NAICS Code 452 |
| **Restaurants** | **91** | ESRI Business Analyst | NAICS Code 7225 |
| **Nursing Homes/Residential Care Facilities** | **18** | ESRI Business Analyst | NAICS Code 623 |
| **Pharmacies** | **11** | ESRI Business Analyst | NAICS Code 44611 |
| **Parks** | **55** | City of St. Louis Park | |
| **Lenox Community Center** | **1** | Authors | |
| **Sabes Jewish Community Center** | **1** | Authors | |
| **The Rec Center** | **1** | Authors | |
| **Hennepin County Library - St. Louis Park** | **1** | Authors | |
| **Hospitals** | **7** | ESRI Business Analyst | NAICS Code 622 |
| **Outpatient Care Centers** | **43** | ESRI Business Analyst | NAICS Code 62149 |
| **Offices of Physicians** | **29** | ESRI Business Analyst | NAICS Code 6211 |
| **Religious Centers/Places of Worship** | **31** | ESRI Business Analyst | NAICS Code 813110 |
| **All Transit Stops** | **570** | Metro Transit | Via MN Geospatial Commons |
| **Future Southwest Light Rail Stations** | **3** | Metro Transit | Via MN Geospatial Commons |

Three destination layers were modified prior to the analysis. The "All Transit Stops" layer was clipped to the boundary of St. Louis Park plus a 0.25-mile buffer so stops on the border but within walking distance would be included. Polygons representing park locations were converted to centroids (points) so they could be used as network locations. The school location data was also modified to include only K-12 schools using the following steps based on the "SCH_TYPE1" field:

- Removed "office"
- Removed "post-secondary"
- Removed "res facility"
- Removed "library"
- Removed "transition plus" duplicate
- Removed 2 duplicate SLP sp. Ed entries

- Combined SLP independent study and SLP ALC
- Removed duplicate address TS programs
- Removed high school indep. study and summer programs

*Preparing Census Data*

We chose to use 2010 Decennial Census data for our analysis based on conversations with a representative from the Minnesota Population Center at the University of Minnesota.[6] While 2010 data are roughly nine years out of date, we were advised that the estimates used in more recent sources of data such as the American Community Survey would be problematic because of the margins of error involved at the scale of our analysis. Faced with the choice of using older data or data with large margins of error, we chose to use older data. The results of our analysis should therefore be understood in the context of ongoing demographic trends in St. Louis Park.

In order to show changes in accessibility resulting from incremental improvements in the walking network, we needed to use the smallest scale of analysis possible. To solve this problem we adapted a method from the Neighborhood Environment for Active Transport - Geographic Information Systems (NEAT-GIS) manual to allocate population data from Census blocks into residential parcels in the City of St. Louis Park.[7] This process involved the following generalized steps:

1. Extracting parcels with residential uses from the Hennepin County MetroGIS parcel dataset
    a. Residential parcels were defined as the following entries in the "USE1_DESC" field:
        i. Apartment
        ii. Condominium
        iii. Cooperative
        iv. Double Bungalow
        v. Housing - Low Income > 3 Units
        vi. Nursing Home
        vii. Residential
        viii. Residential-Zero Lot Line-DB
        ix. Residential Lakeshore
        x. Seasonal Residential Rec.
        xi. Townhouse

[6] J. Schroeder, personal communication, February 26, 2019.
[7] D'Sousa, E., Forsyth, A., Koepp, J., Larson, N., Lytle, L., Mishra, N.,... Zimmerman, J. (2010). NEAT-GIS Protocols Version 5.0. Retrieved from http://designforhealth.net/wp-content/uploads/2012/12/NEAT_GIS_V5_0_26Nov2010FIN.pdf

xii. Triplex

2. Using data on the location of water bodies to trim Census blocks and residential parcels to their true land area
    a. The water feature dataset used to trim Census Blocks and residential parcels was the “Lakes and Rivers - Open Water Features” data provided by the Metropolitan Council and hosted on the MN Geospatial Commons.
3. Using residential parcel locations to trim Census blocks down to cover the same land area
4. Linking residential parcels to data from the Census blocks that contain them
5. Calculating a ratio for each parcel describing how much land area it represents of its containing Census block
6. Multiplying Census block population figures by the ratio calculated for each parcel to estimate population numbers within each parcel

The resulting set of residential parcels used for the analysis is shown in Figure 4.

The major limitation created by this process is that the specific population numbers in each residential parcel are only an estimate based on the size of the parcel relative to the Census block that contains it. We decided that this tradeoff was worth making for the increased ability to show the effects of small improvements to the walking network, which would have been more difficult or impossible to observe using data at the Census block level.

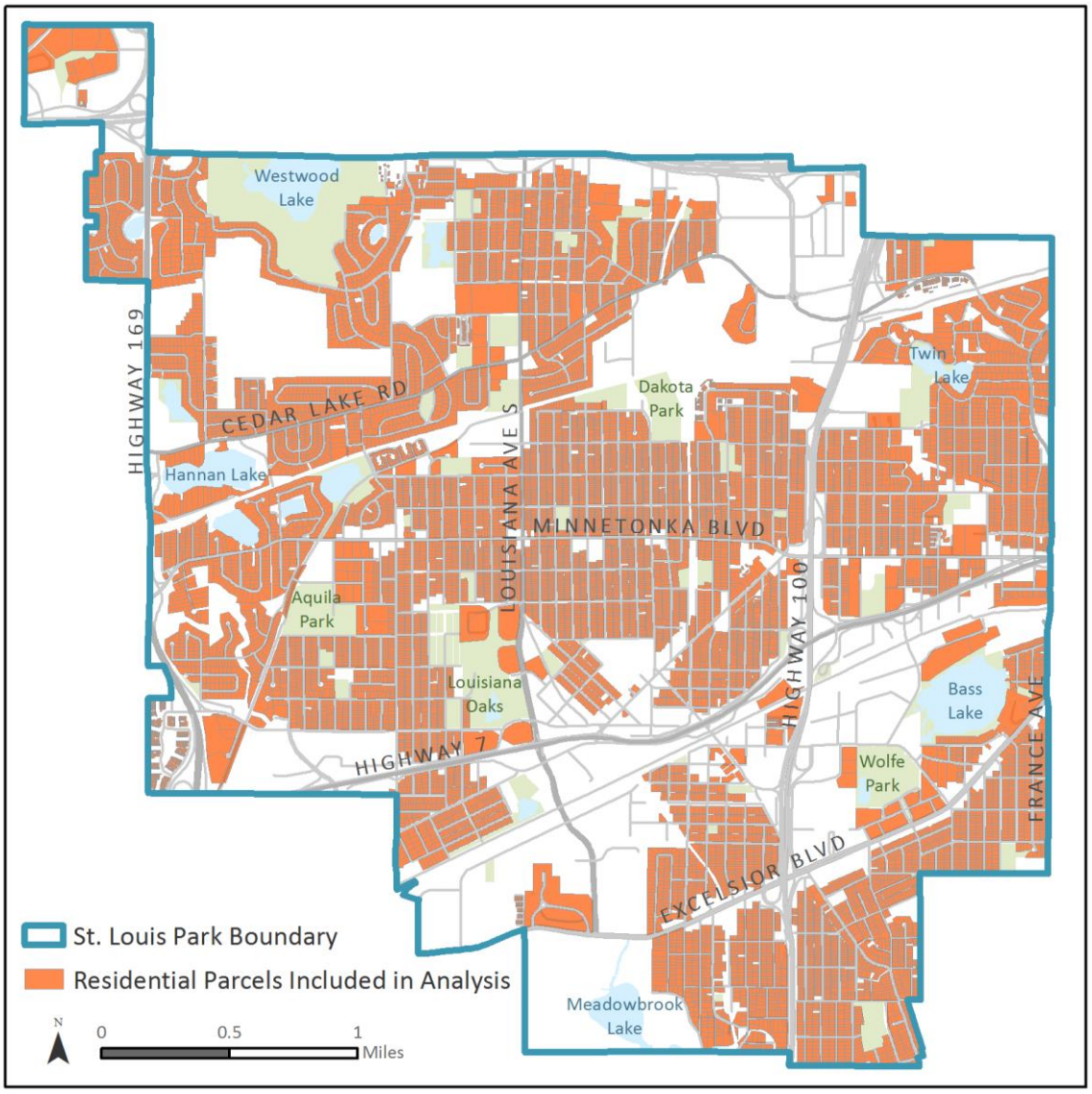


Figure 4: Residential Parcels Included in Network Analysis

*Network Analysis*

We conducted the network analysis using the Network Analyst extension within ESRI's ArcMap software. Using location data for each destination or set of destinations combined with the network models described above, we used the software to generate shapes or "service areas" that represent the distance that can be traveled on foot along the network from each location or set of locations. Each destination category resulted in two sets of shapes, one for the 0.25-mile walking distance along the network, and one for the 0.5-mile walking distance along the network. We chose 0.25- and 0.5-mile distances for the analysis because for the average adult they approximate a five- and ten-minute walk, respectively. We completed this process twice, once

using the existing network and once using the planned network. Figure 5 shows the service area for an example destination on the existing network.

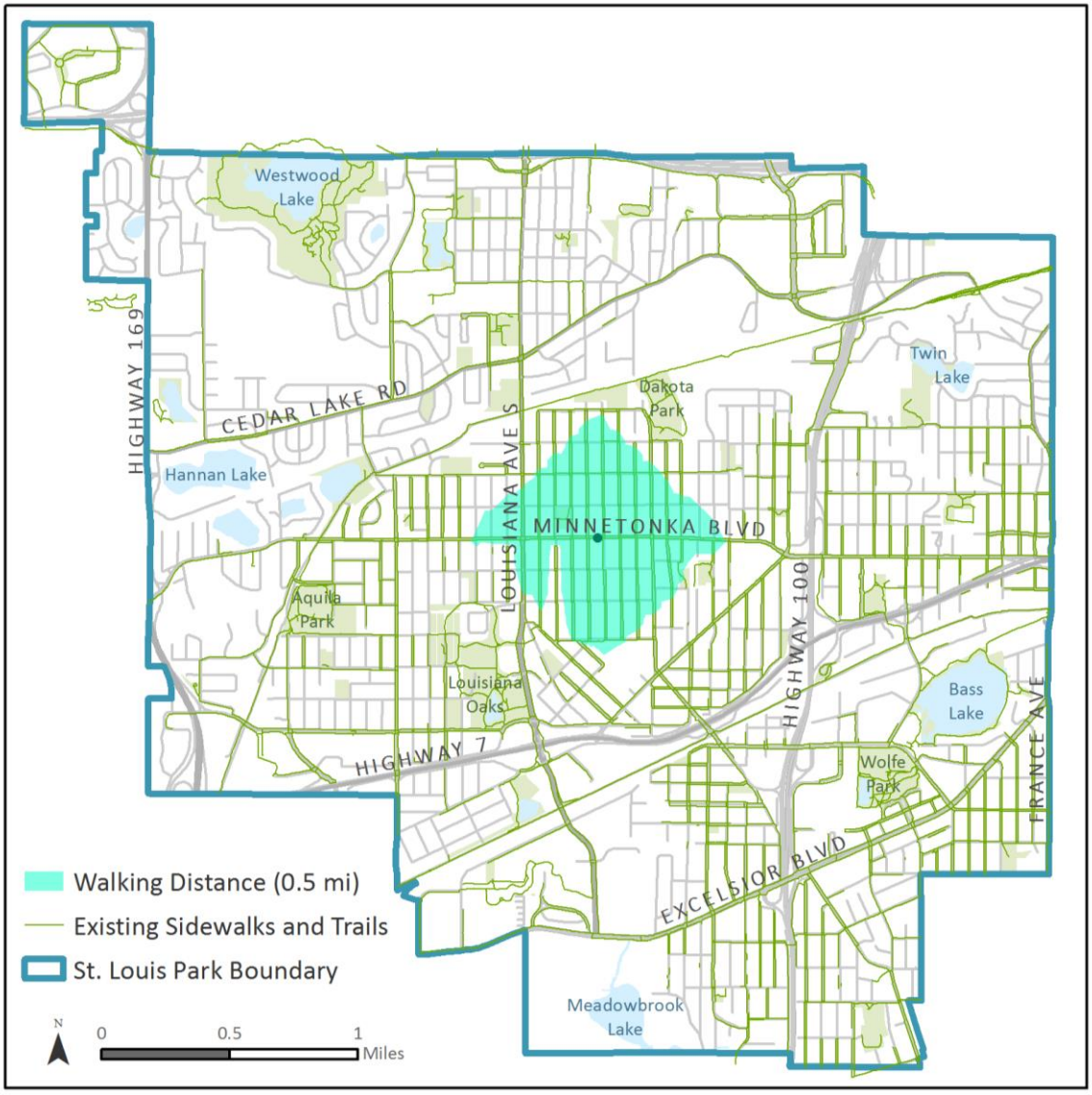


Figure 5: Existing Network Service Area Example

Figure 6 shows the service area for the same example destination on the planned network. Note that a planned improvement will fill a sidewalk gap and create a more complete diamond-shaped service area.

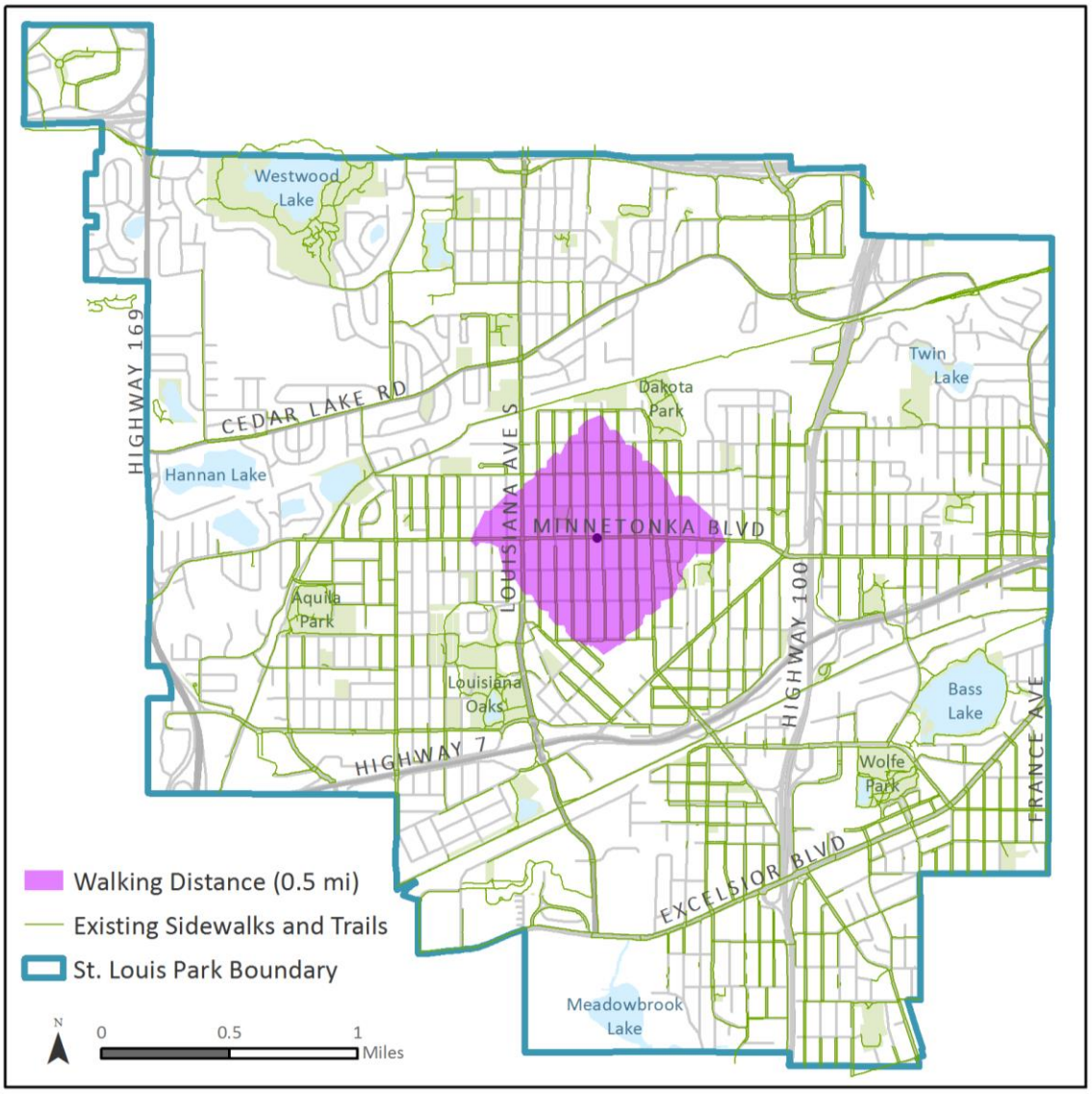


Figure 6: Planned Network Service Area Example

We then used these shapes to select residential parcels (see Figure 4) that overlapped the service area for each location and distance combination. The selected parcels represent areas accessible to the destination in question along the walking network. Figure 7 shows the parcels within walking distance for the example destination on the existing and planned networks.

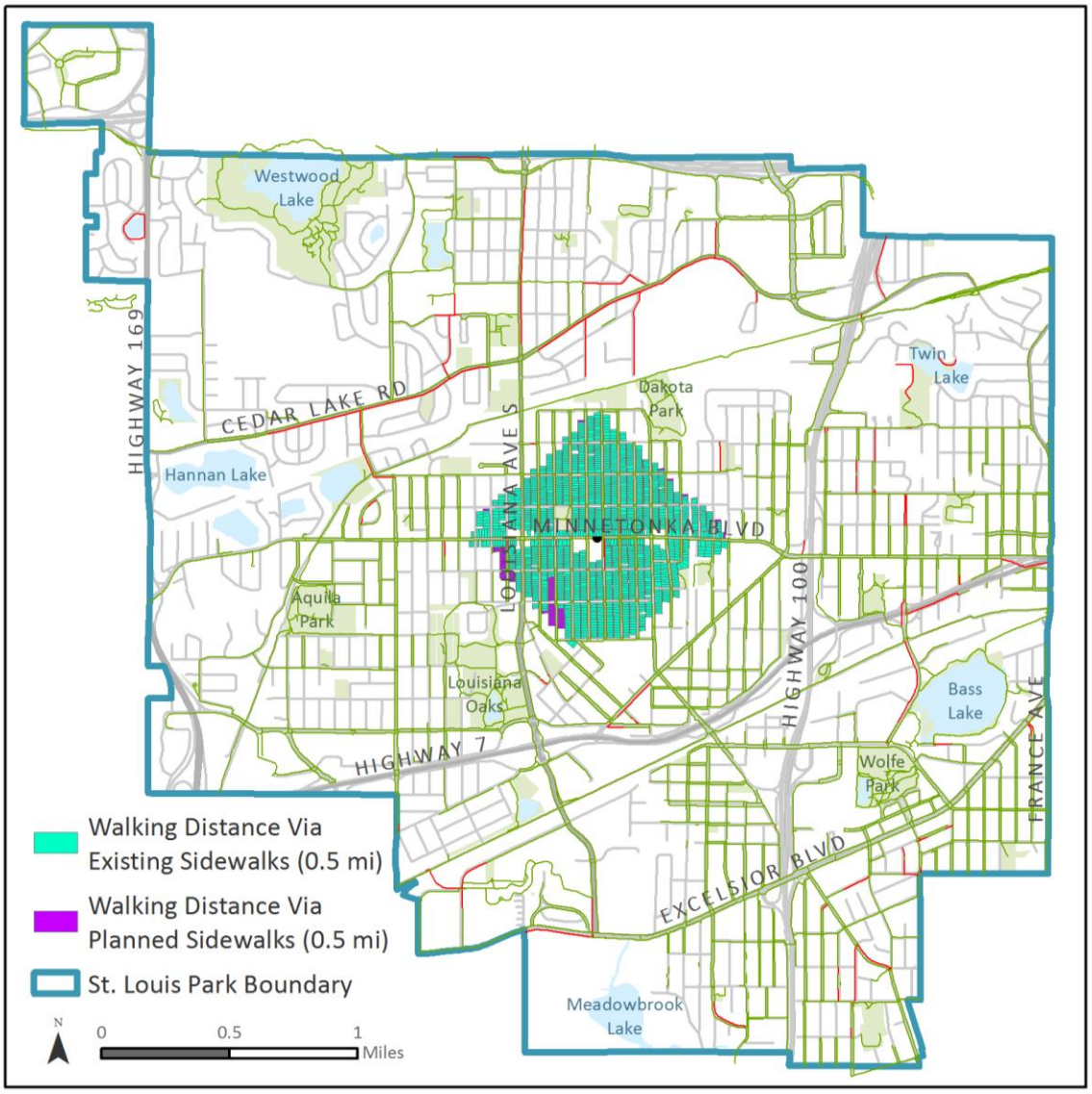


Figure 7: Parcels Accessible Along Existing and Planned Networks for Example Destination

*Data Analysis*

Finally, we extracted each set of parcels selected using the process described above in spreadsheet format. The spreadsheets represented residential parcels within walking distance for each combination of destination, distance, and existing or planned network. This allowed us to add together the Census data values contained within each list of parcels to produce an estimate of the total number of people by age, sex, and race/ethnicity for each destination category and both walking distances. We could then calculate what percentage of people within each demographic category were within walking distance of each destination category on the current network and how those values would improve if all planned sidewalks and trails were built.

*Additional Network Analyst Details*

Distances for the service area analysis were specified in feet (1,320 and 2,640), and locations were loaded with a 5,000 meter search tolerance. Network analysis polygons were generated using the following settings:

- Polygon type = Detailed
- Overlap type = Disks
- Multiple Facilities Options:
    - Overlapping (used for combined "community centers" layer than included Lenox Community Center, Sabes Jewish Community Center, The Rec Center, and Hennepin County Library - St. Louis Park)
    - Merge by break value (used for all other destination layers)

**Limitations**

Our original hope was to see how accessibility has changed over time as more and more sidewalks have been implemented, but we were unable to obtain complete data on when existing sidewalk segments were installed. This analysis does not account for the condition of sidewalk, trail, and curb ramp surfaces or the lack of curb ramps, which can create major barriers for people walking or using mobility devices. St. Louis Park has an existing ADA transition plan that is designed to address these issues. In addition, this analysis is based on distance, which is only one factor that influences the decision of whether to walk to a destination. Time is another consideration that some analyses attempt to address. This can help account for barriers such as large multi-lane roadways, which can increase walking time by requiring a person walking to wait for a signal. There are many other factors that influence walking that are also not addressed in this analysis including urban design, perceived safety (from traffic and crime), perceived distance, weather, and more. Finally, the method used to prepare the Census data increased the granularity of the analysis, but created population estimates by residential parcel rather than exact counts.

**Results**

Our analysis produced both baseline accessibility data for the existing walking network as well as data on expected changes if all planned sidewalks and trails are built. Values in the tables that follow indicate the percentage of people (or residential parcels where noted) within walking distance on either the existing or planned network for the destination, demographic, and distance combination shown. An increase in value from existing to planned for a set of corresponding tables indicates increased accessibility for a given destination category. Tables showing percent change between the existing and planned networks are also included to illustrate this increase.

**Full Results (0.25 Mile)**

*Residential Parcels and Total Population (0.25 Mile)*

Table 2: Residential Parcels and Total Population (0.25 Mile), Existing

| | Parcels | Total Population |
|---|---|---|
| Daycare Centers | 7.87 | 10.06 |
| Food Shelf | 0.49 | 0.28 |
| Retail Stores | 5.82 | 11.07 |
| Grocery Stores | 11.91 | 14.15 |
| Hospitals | 1.45 | 2.80 |
| Lenox Community Center | 3.08 | 1.98 |
| St. Louis Park Library | 1.39 | 1.66 |
| Nursing Homes | 12.00 | 18.86 |
| Outpatient Care | 12.66 | 24.44 |
| Parks | 38.78 | 49.54 |
| Pharmacies | 7.56 | 14.02 |
| Physicians | 7.51 | 13.31 |
| The Rec Center | 0.26 | 2.25 |
| Places of Worship | 29.23 | 29.45 |
| Restaurants | 21.59 | 31.09 |
| Sabes Jewish Comm. Center | 0.57 | 1.10 |
| All K-12 Schools | 12.92 | 18.61 |
| SWLRT Stations | 0.23 | 3.11 |
| All Transit Stops | 72.57 | 78.36 |

Table 3: Residential Parcels and Total Population (0.25 Mile), Planned

| | Parcels | Total Population |
|---|---|---|
| Daycare Centers | 8.49 | 10.48 |
| Food Shelf | 0.49 | 0.28 |
| Retail Stores | 6.02 | 11.23 |
| Grocery Stores | 12.08 | 14.30 |
| Hospitals | 1.45 | 2.80 |
| Lenox Community Center | 3.24 | 2.09 |
| St. Louis Park Library | 1.39 | 1.66 |
| Nursing Homes | 12.23 | 19.04 |
| Outpatient Care | 12.89 | 24.96 |
| Parks | 39.74 | 50.19 |
| Pharmacies | 7.72 | 14.15 |
| Physicians | 7.90 | 14.72 |
| The Rec Center | 0.28 | 2.28 |
| Places of Worship | 30.59 | 30.57 |
| Restaurants | 22.06 | 31.43 |
| Sabes Jewish Comm. Center | 0.57 | 1.10 |
| All K-12 Schools | 13.18 | 18.82 |
| SWLRT Stations | 0.24 | 3.12 |
| All Transit Stops | 73.99 | 79.45 |

Table 4: Residential Parcels and Total Population (0.25 Mile), Percent Change

| | Parcels | Total Population |
|---|---|---|
| Daycare Centers | 7.90 | 4.10 |
| Food Shelf | 0.00 | 0.00 |
| Retail Stores | 3.47 | 1.44 |
| Grocery Stores | 1.44 | 1.07 |
| Hospitals | 0.00 | 0.00 |
| Lenox Community Center | 5.04 | 5.20 |
| St. Louis Park Library | 0.00 | 0.00 |
| Nursing Homes | 1.94 | 0.94 |
| Outpatient Care | 1.84 | 2.14 |
| Parks | 2.48 | 1.32 |
| Pharmacies | 2.16 | 0.88 |
| Physicians | 5.28 | 10.60 |
| The Rec Center | 5.88 | 1.03 |
| Places of Worship | 4.65 | 3.79 |
| Restaurants | 2.20 | 1.09 |
| Sabes Jewish Comm. Center | 0.00 | 0.00 |
| All K-12 Schools | 1.98 | 1.11 |
| SWLRT Stations | 3.33 | 0.22 |
| All Transit Stops | 1.96 | 1.39 |

*Race/Ethnicity (0.25 Mile)*

Table 5: Race/Ethnicity (0.25 Mile), Existing

| | Total Population | White | Black or African American | American Indian and Alaska Native | Asian | Native Hawaiian and Other Pacific Islander | Some Other Race | Two or More Races | Hispanic or Latino | Not Hispanic or Latino | Non-Hispanic White | All Minority Groups |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Daycare Centers** | 10.06 | 10.08 | 9.31 | 11.11 | 9.28 | 14.29 | 14.71 | 9.30 | 11.39 | 10.01 | 10.11 | 9.86 |
| **Food Shelf** | 0.28 | 0.31 | 0.01 | 0.00 | 0.07 | 0.00 | 0.53 | 0.25 | 0.22 | 0.29 | 0.32 | 0.13 |
| **Retail Stores** | 11.07 | 10.80 | 11.48 | 27.78 | 18.03 | 7.14 | 7.17 | 10.52 | 8.07 | 11.20 | 10.86 | 12.00 |
| **Grocery Stores** | 14.15 | 13.95 | 15.20 | 12.50 | 17.04 | 7.14 | 12.23 | 14.36 | 13.47 | 14.17 | 13.92 | 15.12 |
| **Hospitals** | 2.80 | 2.31 | 7.51 | 4.17 | 2.72 | 0.00 | 3.69 | 4.68 | 4.53 | 2.73 | 2.22 | 5.37 |
| **Lenox Community Center** | 1.98 | 2.13 | 0.80 | 0.00 | 1.43 | 0.00 | 3.53 | 1.06 | 2.13 | 1.98 | 2.15 | 1.27 |
| **St. Louis Park Library** | 1.66 | 1.54 | 3.31 | 0.00 | 1.02 | 0.00 | 1.81 | 1.94 | 1.69 | 1.65 | 1.53 | 2.19 |
| **Nursing Homes** | 18.86 | 18.04 | 24.55 | 20.83 | 21.67 | 85.71 | 24.06 | 20.17 | 21.60 | 18.74 | 18.00 | 22.63 |
| **Outpatient Care** | 24.44 | 23.55 | 31.16 | 48.61 | 35.36 | 14.29 | 18.03 | 22.47 | 22.18 | 24.54 | 23.47 | 28.72 |
| **Parks** | 49.54 | 47.72 | 62.18 | 86.11 | 60.28 | 78.57 | 49.68 | 53.12 | 51.45 | 49.45 | 47.62 | 57.98 |
| **Pharmacies** | 14.02 | 13.46 | 20.05 | 19.44 | 15.74 | 0.00 | 11.67 | 14.31 | 13.01 | 14.07 | 13.42 | 16.67 |
| **Physicians** | 13.31 | 12.59 | 18.41 | 27.78 | 20.40 | 0.00 | 7.08 | 14.77 | 12.32 | 13.35 | 12.48 | 16.94 |
| **The Rec Center** | 2.25 | 2.17 | 2.92 | 4.17 | 4.23 | 0.00 | 0.89 | 1.19 | 2.21 | 2.25 | 2.13 | 2.79 |
| **Places of Worship** | 29.45 | 29.37 | 29.85 | 23.61 | 26.68 | 21.43 | 35.02 | 31.25 | 31.07 | 29.38 | 29.50 | 29.24 |
| **Restaurants** | 31.09 | 29.65 | 41.43 | 47.22 | 39.23 | 28.57 | 32.72 | 33.91 | 33.44 | 30.98 | 29.60 | 37.64 |
| **Sabes Jewish Comm. Center** | 1.10 | 1.14 | 0.65 | 5.56 | 0.91 | 0.00 | 1.04 | 1.19 | 0.68 | 1.12 | 1.15 | 0.89 |
| **All K-12 Schools** | 18.61 | 17.65 | 28.91 | 30.56 | 17.66 | 42.86 | 19.45 | 21.28 | 21.76 | 18.47 | 17.51 | 23.47 |
| **SWLRT Stations** | 3.11 | 3.14 | 3.09 | 9.72 | 3.60 | 0.00 | 2.05 | 2.55 | 2.05 | 3.16 | 3.15 | 2.94 |
| **All Transit Stops** | 78.36 | 77.40 | 85.77 | 83.33 | 82.70 | 92.86 | 80.93 | 79.46 | 80.60 | 78.26 | 77.30 | 83.05 |

Table 6: Race/Ethnicity (0.25 Mile), Planned

| | Total Population | White | Black or African American | American Indian and Alaska Native | Asian | Native Hawaiian and Other Pacific Islander | Some Other Race | Two or More Races | Hispanic or Latino | Not Hispanic or Latino | Non-Hispanic White | All Minority Groups |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daycare Centers | 10.48 | 10.54 | 9.43 | 11.11 | 9.50 | 14.29 | 15.15 | 9.37 | 11.84 | 10.42 | 10.57 | 10.08 |
| Food Shelf | 0.28 | 0.31 | 0.01 | 0.00 | 0.07 | 0.00 | 0.53 | 0.25 | 0.22 | 0.29 | 0.32 | 0.13 |
| Retail Stores | 11.23 | 10.95 | 11.60 | 27.78 | 18.34 | 7.14 | 7.34 | 10.72 | 8.23 | 11.36 | 11.01 | 12.20 |
| Grocery Stores | 14.30 | 14.11 | 15.38 | 12.50 | 17.18 | 7.14 | 12.41 | 14.49 | 13.73 | 14.32 | 14.07 | 15.30 |
| Hospitals | 2.80 | 2.31 | 7.51 | 4.17 | 2.72 | 0.00 | 3.69 | 4.68 | 4.53 | 2.73 | 2.22 | 5.37 |
| Lenox Community Center | 2.09 | 2.24 | 0.84 | 0.00 | 1.48 | 0.00 | 3.72 | 1.09 | 2.24 | 2.08 | 2.26 | 1.33 |
| St. Louis Park Library | 1.66 | 1.54 | 3.31 | 0.00 | 1.02 | 0.00 | 1.81 | 1.94 | 1.69 | 1.65 | 1.53 | 2.19 |
| Nursing Homes | 19.04 | 18.21 | 24.61 | 20.83 | 22.05 | 85.71 | 24.17 | 20.49 | 21.77 | 18.92 | 18.18 | 22.83 |
| Outpatient Care | 24.96 | 23.92 | 33.00 | 50.00 | 36.15 | 14.29 | 18.78 | 23.39 | 23.11 | 25.04 | 23.83 | 29.97 |
| Parks | 50.19 | 48.39 | 62.81 | 86.11 | 60.83 | 78.57 | 50.38 | 53.76 | 51.97 | 50.11 | 48.29 | 58.57 |
| Pharmacies | 14.15 | 13.60 | 20.09 | 19.44 | 15.81 | 0.00 | 11.71 | 14.41 | 13.04 | 14.20 | 13.56 | 16.73 |
| Physicians | 14.72 | 13.94 | 20.59 | 29.17 | 21.97 | 0.00 | 8.00 | 16.20 | 13.75 | 14.76 | 13.82 | 18.70 |
| The Rec Center | 2.28 | 2.19 | 2.96 | 4.17 | 4.26 | 0.00 | 0.91 | 1.21 | 2.22 | 2.28 | 2.15 | 2.82 |
| Places of Worship | 30.57 | 30.55 | 30.80 | 23.61 | 27.41 | 21.43 | 35.96 | 31.88 | 31.88 | 30.51 | 30.68 | 30.06 |
| Restaurants | 31.43 | 30.01 | 41.52 | 47.22 | 39.66 | 28.57 | 32.86 | 34.19 | 33.71 | 31.33 | 29.96 | 37.88 |
| Sabes Jewish Comm. Center | 1.10 | 1.14 | 0.65 | 5.56 | 0.91 | 0.00 | 1.04 | 1.19 | 0.68 | 1.12 | 1.15 | 0.89 |
| All K-12 Schools | 18.82 | 17.87 | 29.03 | 30.56 | 17.81 | 42.86 | 19.50 | 21.46 | 21.81 | 18.68 | 17.73 | 23.59 |
| SWLRT Stations | 3.12 | 3.14 | 3.09 | 9.72 | 3.60 | 0.00 | 2.05 | 2.70 | 2.05 | 3.17 | 3.15 | 2.96 |
| All Transit Stops | 79.45 | 78.53 | 86.43 | 83.33 | 84.10 | 92.86 | 81.76 | 80.12 | 81.44 | 79.36 | 78.43 | 83.93 |

Table 7: Race/Ethnicity (0.25 Mile), Percent Change

| | Total Population | White | Black or African American | American Indian and Alaska Native | Asian | Native Hawaiian and Other Pacific Islander | Some Other Race | Two or More Races | Hispanic or Latino | Not Hispanic or Latino | Non-Hispanic White | All Minority Groups |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daycare Centers | 4.10 | 4.56 | 1.28 | 0.00 | 2.40 | 0.00 | 3.00 | 0.73 | 3.94 | 4.11 | 4.50 | 2.26 |
| Food Shelf | 0.00 | 0.00 | 0.00 | - | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Retail Stores | 1.44 | 1.42 | 1.06 | 0.00 | 1.71 | 0.00 | 2.38 | 1.90 | 1.95 | 1.42 | 1.39 | 1.62 |
| Grocery Stores | 1.07 | 1.08 | 1.21 | 0.00 | 0.85 | 0.00 | 1.44 | 0.86 | 1.88 | 1.04 | 1.04 | 1.22 |
| Hospitals | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lenox Community Center | 5.20 | 5.32 | 4.21 | - | 3.58 | - | 5.56 | 2.41 | 5.06 | 5.21 | 5.34 | 4.18 |
| St. Louis Park Library | 0.00 | 0.00 | 0.00 | - | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Nursing Homes | 0.94 | 0.96 | 0.25 | 0.00 | 1.77 | 0.00 | 0.47 | 1.61 | 0.78 | 0.95 | 0.96 | 0.88 |
| Outpatient Care | 2.14 | 1.61 | 5.89 | 2.86 | 2.23 | 0.00 | 4.13 | 4.09 | 4.20 | 2.06 | 1.53 | 4.37 |
| Parks | 1.32 | 1.39 | 1.02 | 0.00 | 0.91 | 0.00 | 1.41 | 1.20 | 0.99 | 1.34 | 1.41 | 1.01 |
| Pharmacies | 0.88 | 1.01 | 0.18 | 0.00 | 0.46 | - | 0.35 | 0.69 | 0.23 | 0.91 | 1.04 | 0.34 |
| Physicians | 10.60 | 10.71 | 11.84 | 5.00 | 7.71 | - | 12.97 | 9.68 | 11.57 | 10.56 | 10.66 | 10.39 |
| The Rec Center | 1.03 | 1.03 | 1.14 | 0.00 | 0.58 | - | 1.91 | 1.82 | 0.81 | 1.04 | 1.05 | 0.95 |
| Places of Worship | 3.79 | 3.99 | 3.19 | 0.00 | 2.71 | 0.00 | 2.68 | 2.01 | 2.60 | 3.84 | 4.00 | 2.83 |
| Restaurants | 1.09 | 1.22 | 0.24 | 0.00 | 1.12 | 0.00 | 0.42 | 0.80 | 0.80 | 1.10 | 1.22 | 0.64 |
| Sabes Jewish Comm. Center | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| All K-12 Schools | 1.11 | 1.26 | 0.43 | 0.00 | 0.85 | 0.00 | 0.23 | 0.82 | 0.23 | 1.16 | 1.30 | 0.51 |
| SWLRT Stations | 0.22 | 0.09 | 0.00 | 0.00 | 0.00 | - | 0.00 | 5.69 | 0.00 | 0.22 | 0.09 | 0.82 |
| All Transit Stops | 1.39 | 1.46 | 0.77 | 0.00 | 1.70 | 0.00 | 1.02 | 0.83 | 1.05 | 1.40 | 1.47 | 1.06 |

*Sex (0.25 Mile)*

Table 8: Sex (0.25 Mile), Existing

| | Total Population | Male | Female |
|---|---|---|---|
| Daycare Centers | 10.06 | 9.65 | 10.45 |
| Food Shelf | 0.28 | 0.30 | 0.27 |
| Retail Stores | 11.07 | 10.48 | 11.61 |
| Grocery Stores | 14.15 | 14.12 | 14.16 |
| Hospitals | 2.80 | 2.91 | 2.71 |
| Lenox Community Center | 1.98 | 2.03 | 1.94 |
| St. Louis Park Library | 1.66 | 1.67 | 1.65 |
| Nursing Homes | 18.86 | 18.25 | 19.41 |
| Outpatient Care | 24.44 | 24.05 | 24.79 |
| Parks | 49.54 | 49.60 | 49.48 |
| Pharmacies | 14.02 | 13.49 | 14.51 |
| Physicians | 13.31 | 13.19 | 13.42 |
| The Rec Center | 2.25 | 2.15 | 2.34 |
| Places of Worship | 29.45 | 28.92 | 29.94 |
| Restaurants | 31.09 | 30.83 | 31.32 |
| Sabes Jewish Comm. Center | 1.10 | 1.04 | 1.16 |
| All K-12 Schools | 18.61 | 18.76 | 18.47 |
| SWLRT Stations | 3.11 | 2.93 | 3.27 |
| All Transit Stops | 78.36 | 78.05 | 78.65 |

Table 9: Sex (0.25 Mile), Planned

| | Total Population | Male | Female |
|---|---|---|---|
| Daycare Centers | 10.48 | 10.05 | 10.87 |
| Food Shelf | 0.28 | 0.30 | 0.27 |
| Retail Stores | 11.23 | 10.65 | 11.77 |
| Grocery Stores | 14.30 | 14.28 | 14.31 |
| Hospitals | 2.80 | 2.91 | 2.71 |
| Lenox Community Center | 2.09 | 2.14 | 2.04 |
| St. Louis Park Library | 1.66 | 1.67 | 1.65 |
| Nursing Homes | 19.04 | 18.44 | 19.58 |
| Outpatient Care | 24.96 | 24.62 | 25.28 |
| Parks | 50.19 | 50.26 | 50.13 |
| Pharmacies | 14.15 | 13.62 | 14.63 |
| Physicians | 14.72 | 14.58 | 14.84 |
| The Rec Center | 2.28 | 2.17 | 2.37 |
| Places of Worship | 30.57 | 30.01 | 31.08 |
| Restaurants | 31.43 | 31.18 | 31.65 |
| Sabes Jewish Comm. Center | 1.10 | 1.04 | 1.16 |
| All K-12 Schools | 18.82 | 18.97 | 18.68 |
| SWLRT Stations | 3.12 | 2.94 | 3.28 |
| All Transit Stops | 79.45 | 79.18 | 79.70 |

Table 10: Sex (0.25 Mile), Percent Change

| | Total Population | Male | Female |
|---|---|---|---|
| Daycare Centers | 4.10 | 4.13 | 4.07 |
| Food Shelf | 0.00 | 0.00 | 0.00 |
| Retail Stores | 1.44 | 1.58 | 1.32 |
| Grocery Stores | 1.07 | 1.11 | 1.04 |
| Hospitals | 0.00 | 0.00 | 0.00 |
| Lenox Community Center | 5.20 | 5.36 | 5.06 |
| St. Louis Park Library | 0.00 | 0.00 | 0.00 |
| Nursing Homes | 0.94 | 1.00 | 0.90 |
| Outpatient Care | 2.14 | 2.37 | 1.94 |
| Parks | 1.32 | 1.33 | 1.31 |
| Pharmacies | 0.88 | 0.97 | 0.81 |
| Physicians | 10.60 | 10.57 | 10.62 |
| The Rec Center | 1.03 | 1.03 | 1.03 |
| Places of Worship | 3.79 | 3.77 | 3.80 |
| Restaurants | 1.09 | 1.15 | 1.04 |
| Sabes Jewish Comm. Center | 0.00 | 0.00 | 0.00 |
| All K-12 Schools | 1.11 | 1.09 | 1.14 |
| SWLRT Stations | 0.22 | 0.32 | 0.13 |
| All Transit Stops | 1.39 | 1.45 | 1.34 |

*Age (0.25 Mile)*

Table 11: Age (0.25 Mile), Existing

| | Total Population | Under 5 | 5–9 | 10–14 | 15–17 | 18–24 | 25–44 | 45–64 | 65+ | Under 18 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Daycare Centers** | 10.06 | 9.32 | 8.81 | 8.64 | 8.50 | 10.60 | 9.26 | 9.24 | 15.13 | 8.90 |
| **Food Shelf** | 0.28 | 0.25 | 0.15 | 0.32 | 0.19 | 0.22 | 0.36 | 0.25 | 0.25 | 0.23 |
| **Retail Stores** | 11.07 | 8.43 | 7.57 | 8.32 | 8.54 | 14.17 | 11.71 | 8.72 | 15.85 | 8.19 |
| **Grocery Stores** | 14.15 | 13.79 | 13.35 | 12.47 | 12.76 | 14.32 | 14.79 | 13.77 | 14.27 | 13.21 |
| **Hospitals** | 2.80 | 3.76 | 2.74 | 2.31 | 2.12 | 3.41 | 2.81 | 2.46 | 2.90 | 2.91 |
| **Lenox Community Center** | 1.98 | 2.26 | 2.34 | 2.36 | 1.49 | 1.35 | 2.22 | 2.04 | 1.33 | 2.20 |
| **St. Louis Park Library** | 1.66 | 1.78 | 1.28 | 1.79 | 2.36 | 1.77 | 1.68 | 1.56 | 1.60 | 1.73 |
| **Nursing Homes** | 18.86 | 16.76 | 15.46 | 15.12 | 16.45 | 22.15 | 18.81 | 16.67 | 25.10 | 15.97 |
| **Outpatient Care** | 24.44 | 20.72 | 19.46 | 17.63 | 18.06 | 34.17 | 27.83 | 20.37 | 23.88 | 19.26 |
| **Parks** | 49.54 | 45.41 | 44.77 | 45.52 | 45.75 | 57.27 | 51.95 | 47.15 | 48.46 | 45.31 |
| **Pharmacies** | 14.02 | 10.93 | 9.53 | 7.71 | 9.36 | 17.22 | 14.27 | 12.15 | 21.15 | 9.55 |
| **Physicians** | 13.31 | 12.99 | 11.85 | 10.82 | 11.60 | 15.14 | 14.89 | 11.11 | 13.74 | 11.96 |
| **The Rec Center** | 2.25 | 1.06 | 1.14 | 0.61 | 1.07 | 3.12 | 2.90 | 1.59 | 2.95 | 0.98 |
| **Places of Worship** | 29.45 | 28.26 | 29.99 | 29.55 | 28.72 | 27.94 | 27.49 | 30.12 | 35.08 | 29.11 |
| **Restaurants** | 31.09 | 29.17 | 26.85 | 24.64 | 26.24 | 36.38 | 34.13 | 27.68 | 31.40 | 27.04 |
| **Sabes Jewish Comm. Center** | 1.10 | 0.48 | 0.21 | 0.39 | 0.49 | 1.02 | 1.52 | 1.15 | 0.91 | 0.39 |
| **All K-12 Schools** | 18.61 | 17.73 | 17.26 | 16.74 | 16.26 | 22.63 | 18.57 | 17.38 | 20.57 | 17.16 |
| **SWLRT Stations** | 3.11 | 1.58 | 1.41 | 0.98 | 1.20 | 5.81 | 4.59 | 1.70 | 2.46 | 1.34 |
| **All Transit Stops** | 78.36 | 76.71 | 74.57 | 73.76 | 76.02 | 82.58 | 79.81 | 76.31 | 79.84 | 75.32 |

Table 12: Age (0.25 Mile), Planned

| | Total Population | Under 5 | 5–9 | 10–14 | 15–17 | 18–24 | 25–44 | 45–64 | 65+ | Under 18 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Daycare Centers** | 10.48 | 9.90 | 9.38 | 9.20 | 8.94 | 10.86 | 9.65 | 9.68 | 15.45 | 9.45 |
| **Food Shelf** | 0.28 | 0.25 | 0.15 | 0.32 | 0.19 | 0.22 | 0.36 | 0.25 | 0.25 | 0.23 |
| **Retail Stores** | 11.23 | 8.61 | 7.73 | 8.44 | 8.75 | 14.35 | 11.88 | 8.86 | 15.98 | 8.35 |
| **Grocery Stores** | 14.30 | 13.94 | 13.57 | 12.67 | 13.04 | 14.43 | 14.93 | 13.91 | 14.42 | 13.41 |
| **Hospitals** | 2.80 | 3.76 | 2.74 | 2.31 | 2.12 | 3.41 | 2.81 | 2.46 | 2.90 | 2.91 |
| **Lenox Community Center** | 2.09 | 2.36 | 2.41 | 2.47 | 1.67 | 1.48 | 2.34 | 2.13 | 1.38 | 2.30 |
| **St. Louis Park Library** | 1.66 | 1.78 | 1.28 | 1.79 | 2.36 | 1.77 | 1.68 | 1.56 | 1.60 | 1.73 |
| **Nursing Homes** | 19.04 | 16.94 | 15.62 | 15.21 | 16.69 | 22.32 | 19.02 | 16.84 | 25.23 | 16.13 |
| **Outpatient Care** | 24.96 | 21.53 | 20.14 | 18.16 | 18.50 | 34.94 | 28.40 | 20.81 | 24.11 | 19.91 |
| **Parks** | 50.19 | 46.07 | 45.41 | 46.48 | 46.82 | 57.77 | 52.49 | 47.93 | 49.12 | 46.09 |
| **Pharmacies** | 14.15 | 11.03 | 9.75 | 7.90 | 9.64 | 17.29 | 14.35 | 12.31 | 21.30 | 9.73 |
| **Physicians** | 14.72 | 14.19 | 12.51 | 11.48 | 12.48 | 17.07 | 16.75 | 12.48 | 14.39 | 12.84 |
| **The Rec Center** | 2.28 | 1.08 | 1.16 | 0.63 | 1.08 | 3.16 | 2.93 | 1.60 | 2.96 | 0.99 |
| **Places of Worship** | 30.57 | 29.40 | 31.14 | 30.65 | 29.75 | 28.87 | 28.52 | 31.35 | 36.34 | 30.23 |
| **Restaurants** | 31.43 | 29.51 | 27.30 | 25.00 | 26.78 | 36.61 | 34.43 | 28.04 | 31.77 | 27.44 |
| **Sabes Jewish Comm. Center** | 1.10 | 0.48 | 0.21 | 0.39 | 0.49 | 1.02 | 1.52 | 1.15 | 0.91 | 0.39 |
| **All K-12 Schools** | 18.82 | 18.02 | 17.60 | 17.03 | 16.53 | 22.74 | 18.73 | 17.61 | 20.79 | 17.46 |
| **SWLRT Stations** | 3.12 | 1.58 | 1.41 | 0.98 | 1.20 | 5.84 | 4.59 | 1.72 | 2.46 | 1.34 |
| **All Transit Stops** | 79.45 | 78.18 | 76.19 | 75.20 | 77.29 | 83.31 | 80.84 | 77.47 | 80.62 | 76.79 |

Table 13: Age (0.25 Mile), Percent Change

| | Total Population | Under 5 | 5–9 | 10–14 | 15–17 | 18–24 | 25–44 | 45–64 | 65+ | Under 18 |
|---|---|---|---|---|---|---|---|---|---|---|
| Daycare Centers | 4.10 | 6.13 | 6.51 | 6.40 | 5.16 | 2.38 | 4.23 | 4.73 | 2.17 | 6.17 |
| Food Shelf | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Retail Stores | 1.44 | 2.13 | 2.19 | 1.42 | 2.41 | 1.28 | 1.45 | 1.66 | 0.85 | 2.01 |
| Grocery Stores | 1.07 | 1.15 | 1.63 | 1.59 | 2.24 | 0.80 | 0.98 | 1.01 | 1.04 | 1.53 |
| Hospitals | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lenox Community Center | 5.20 | 4.58 | 2.88 | 4.68 | 11.98 | 9.61 | 5.61 | 4.51 | 3.50 | 4.81 |
| St. Louis Park Library | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Nursing Homes | 0.94 | 1.05 | 1.03 | 0.59 | 1.46 | 0.76 | 1.11 | 1.04 | 0.53 | 1.00 |
| Outpatient Care | 2.14 | 3.91 | 3.49 | 2.99 | 2.45 | 2.23 | 2.04 | 2.15 | 0.95 | 3.40 |
| Parks | 1.32 | 1.45 | 1.42 | 2.12 | 2.34 | 0.89 | 1.04 | 1.65 | 1.36 | 1.73 |
| Pharmacies | 0.88 | 0.91 | 2.35 | 2.45 | 2.96 | 0.40 | 0.52 | 1.33 | 0.70 | 1.88 |
| Physicians | 10.60 | 9.18 | 5.58 | 6.05 | 7.61 | 12.73 | 12.54 | 12.37 | 4.69 | 7.32 |
| The Rec Center | 1.03 | 1.74 | 1.75 | 2.74 | 1.38 | 1.21 | 1.18 | 0.90 | 0.23 | 1.84 |
| Places of Worship | 3.79 | 4.04 | 3.85 | 3.71 | 3.61 | 3.32 | 3.73 | 4.09 | 3.59 | 3.84 |
| Restaurants | 1.09 | 1.19 | 1.68 | 1.47 | 2.05 | 0.62 | 0.89 | 1.30 | 1.18 | 1.50 |
| Sabes Jewish Comm. Center | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| All K-12 Schools | 1.11 | 1.64 | 2.02 | 1.73 | 1.67 | 0.51 | 0.85 | 1.35 | 1.05 | 1.77 |
| SWLRT Stations | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 1.09 | 0.00 | 0.00 |
| All Transit Stops | 1.39 | 1.92 | 2.18 | 1.94 | 1.66 | 0.88 | 1.30 | 1.51 | 0.98 | 1.96 |

**Full Results (0.5 Mile)**

*Residential Parcels and Total Population (0.5 Mile)*

Table 14: Residential Parcels and Total Population (0.5 Mile), Existing

| | Parcels | Total Population |
|---|---|---|
| Daycare Centers | 30.43 | 32.52 |
| Food Shelf | 2.46 | 2.59 |
| Retail Stores | 18.01 | 28.18 |
| Grocery Stores | 32.84 | 38.44 |
| Hospitals | 6.03 | 8.77 |
| Lenox Community Center | 11.90 | 7.58 |
| St. Louis Park Library | 4.47 | 4.38 |
| Nursing Homes | 36.11 | 45.93 |
| Outpatient Care | 32.32 | 45.44 |
| Parks | 78.21 | 83.89 |
| Pharmacies | 27.89 | 37.02 |
| Physicians | 21.09 | 25.50 |
| The Rec Center | 2.72 | 7.04 |
| Places of Worship | 67.39 | 63.53 |
| Restaurants | 60.86 | 70.88 |
| Sabes Jewish Comm. Center | 1.31 | 1.64 |
| All K-12 Schools | 41.92 | 47.47 |
| SWLRT Stations | 3.46 | 8.10 |
| All Transit Stops | 89.48 | 92.35 |

Table 15: Residential Parcels and Total Population (0.5 Mile), Planned

| | Parcels | Total Population |
|---|---|---|
| Daycare Centers | 32.31 | 34.55 |
| Food Shelf | 2.46 | 2.59 |
| Retail Stores | 18.60 | 28.57 |
| Grocery Stores | 33.29 | 38.73 |
| Hospitals | 6.31 | 8.97 |
| Lenox Community Center | 12.34 | 7.84 |
| St. Louis Park Library | 4.51 | 4.42 |
| Nursing Homes | 37.23 | 46.87 |
| Outpatient Care | 32.69 | 46.24 |
| Parks | 79.13 | 84.57 |
| Pharmacies | 28.91 | 37.71 |
| Physicians | 22.33 | 27.42 |
| The Rec Center | 2.77 | 7.08 |
| Places of Worship | 69.18 | 64.70 |
| Restaurants | 61.93 | 71.56 |
| Sabes Jewish Comm. Center | 2.31 | 2.37 |
| All K-12 Schools | 44.04 | 49.61 |
| SWLRT Stations | 3.52 | 8.16 |
| All Transit Stops | 90.31 | 93.06 |

Table 16: Residential Parcels and Total Population (0.5 Mile), Percent Change

| | Parcels | Total Population |
|---|---|---|
| Daycare Centers | 6.18 | 6.26 |
| Food Shelf | 0.00 | 0.00 |
| Retail Stores | 3.28 | 1.37 |
| Grocery Stores | 1.35 | 0.75 |
| Hospitals | 4.64 | 2.24 |
| Lenox Community Center | 3.72 | 3.42 |
| St. Louis Park Library | 1.04 | 0.81 |
| Nursing Homes | 3.10 | 2.04 |
| Outpatient Care | 1.13 | 1.78 |
| Parks | 1.17 | 0.81 |
| Pharmacies | 3.68 | 1.87 |
| Physicians | 5.90 | 7.53 |
| The Rec Center | 2.00 | 0.56 |
| Places of Worship | 2.65 | 1.84 |
| Restaurants | 1.75 | 0.97 |
| Sabes Jewish Comm. Center | 75.74 | 44.26 |
| All K-12 Schools | 5.06 | 4.51 |
| SWLRT Stations | 1.80 | 0.77 |
| All Transit Stops | 0.93 | 0.77 |

*Race/Ethnicity (0.5 Mile)*

Table 17: Race/Ethnicity (0.5 Mile), Existing

| | Total Population | White | Black or African American | American Indian and Alaska Native | Asian | Native Hawaiian and Other Pacific Islander | Some Other Race | Two or More Races | Hispanic or Latino | Not Hispanic or Latino | Non-Hispanic White | All Minority Groups |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Daycare Centers** | 32.52 | 32.53 | 33.01 | 27.78 | 27.41 | 64.29 | 42.00 | 31.93 | 34.19 | 32.44 | 32.64 | 31.97 |
| **Food Shelf** | 2.59 | 2.60 | 2.76 | 0.00 | 2.52 | 0.00 | 2.62 | 1.85 | 2.92 | 2.57 | 2.61 | 2.49 |
| **Retail Stores** | 28.18 | 27.53 | 32.15 | 58.33 | 35.42 | 14.29 | 23.60 | 29.01 | 25.57 | 28.29 | 27.57 | 30.87 |
| **Grocery Stores** | 38.44 | 38.48 | 38.65 | 38.89 | 37.29 | 64.29 | 41.39 | 36.86 | 38.28 | 38.45 | 38.55 | 37.96 |
| **Hospitals** | 8.77 | 8.24 | 13.91 | 6.94 | 10.51 | 0.00 | 7.32 | 10.57 | 9.49 | 8.74 | 8.15 | 11.51 |
| **Lenox Community Center** | 7.58 | 8.03 | 3.43 | 0.00 | 6.13 | 0.00 | 11.17 | 5.97 | 7.07 | 7.61 | 8.11 | 5.28 |
| **St. Louis Park Library** | 4.38 | 4.24 | 5.63 | 5.56 | 4.05 | 0.00 | 6.42 | 4.87 | 4.46 | 4.38 | 4.27 | 4.89 |
| **Nursing Homes** | 45.93 | 45.15 | 51.54 | 56.94 | 50.29 | 92.86 | 47.39 | 46.62 | 46.39 | 45.91 | 45.17 | 49.29 |
| **Outpatient Care** | 45.44 | 44.85 | 49.11 | 63.89 | 55.33 | 50.00 | 37.11 | 44.59 | 42.41 | 45.57 | 44.79 | 48.32 |
| **Parks** | 83.89 | 82.83 | 91.35 | 98.61 | 88.43 | 100.00 | 90.33 | 84.67 | 86.19 | 83.78 | 82.81 | 88.66 |
| **Pharmacies** | 37.02 | 36.10 | 46.30 | 36.11 | 37.70 | 14.29 | 40.92 | 38.09 | 38.38 | 36.96 | 36.09 | 41.13 |
| **Physicians** | 25.50 | 25.32 | 27.09 | 44.44 | 31.47 | 0.00 | 14.41 | 25.22 | 22.09 | 25.65 | 25.20 | 26.80 |
| **The Rec Center** | 7.04 | 7.24 | 6.47 | 8.33 | 7.82 | 0.00 | 2.52 | 5.18 | 4.99 | 7.13 | 7.23 | 6.20 |
| **Places of Worship** | 63.53 | 64.04 | 58.85 | 41.67 | 57.70 | 71.43 | 71.83 | 64.27 | 64.66 | 63.48 | 64.23 | 60.45 |
| **Restaurants** | 70.88 | 69.61 | 79.17 | 91.67 | 79.66 | 92.86 | 72.52 | 72.62 | 71.83 | 70.83 | 69.59 | 76.54 |
| **Sabes Jewish Comm. Center** | 1.64 | 1.74 | 0.82 | 5.56 | 1.29 | 0.00 | 1.20 | 1.37 | 0.91 | 1.67 | 1.76 | 1.12 |
| **All K-12 Schools** | 47.47 | 47.24 | 53.95 | 41.67 | 44.30 | 42.86 | 46.17 | 45.04 | 47.14 | 47.48 | 47.18 | 48.73 |
| **SWLRT Stations** | 8.10 | 8.14 | 8.40 | 16.67 | 8.90 | 0.00 | 5.82 | 6.64 | 6.59 | 8.16 | 8.17 | 7.78 |
| **All Transit Stops** | 92.35 | 91.88 | 95.04 | 97.22 | 94.76 | 100.00 | 94.20 | 93.97 | 93.25 | 92.31 | 91.86 | 94.52 |

Table 18: Race/Ethnicity (0.5 Mile), Planned

| | Total Population | White | Black or African American | American Indian and Alaska Native | Asian | Native Hawaiian and Other Pacific Islander | Some Other Race | Two or More Races | Hispanic or Latino | Not Hispanic or Latino | Non-Hispanic White | All Minority Groups |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daycare Centers | 34.55 | 34.62 | 34.38 | 27.78 | 30.13 | 64.29 | 43.23 | 33.73 | 35.58 | 34.50 | 34.75 | 33.66 |
| Food Shelf | 2.59 | 2.60 | 2.76 | 0.00 | 2.52 | 0.00 | 2.62 | 1.85 | 2.92 | 2.57 | 2.61 | 2.49 |
| Retail Stores | 28.57 | 27.93 | 32.42 | 58.33 | 35.81 | 14.29 | 23.95 | 29.25 | 25.88 | 28.68 | 27.98 | 31.15 |
| Grocery Stores | 38.73 | 38.77 | 38.77 | 38.89 | 37.41 | 64.29 | 42.52 | 37.09 | 38.85 | 38.73 | 38.84 | 38.24 |
| Hospitals | 8.97 | 8.47 | 13.92 | 6.94 | 10.57 | 0.00 | 7.33 | 10.68 | 9.53 | 8.95 | 8.39 | 11.55 |
| Lenox Community Center | 7.84 | 8.30 | 3.79 | 0.00 | 6.23 | 0.00 | 11.33 | 6.12 | 7.30 | 7.87 | 8.37 | 5.52 |
| St. Louis Park Library | 4.42 | 4.28 | 5.66 | 5.56 | 4.10 | 0.00 | 6.57 | 4.87 | 4.55 | 4.41 | 4.30 | 4.93 |
| Nursing Homes | 46.87 | 46.11 | 52.09 | 56.94 | 51.71 | 92.86 | 47.87 | 47.60 | 47.35 | 46.84 | 46.11 | 50.19 |
| Outpatient Care | 46.24 | 45.76 | 49.28 | 63.89 | 55.84 | 50.00 | 37.25 | 45.00 | 42.89 | 46.39 | 45.70 | 48.67 |
| Parks | 84.57 | 83.58 | 91.54 | 98.61 | 88.95 | 100.00 | 90.84 | 85.17 | 86.90 | 84.47 | 83.54 | 89.11 |
| Pharmacies | 37.71 | 36.85 | 46.65 | 36.11 | 38.18 | 14.29 | 41.45 | 38.50 | 39.04 | 37.65 | 36.83 | 41.59 |
| Physicians | 27.42 | 27.29 | 28.98 | 48.61 | 33.10 | 0.00 | 15.85 | 26.40 | 23.40 | 27.59 | 27.20 | 28.38 |
| The Rec Center | 7.08 | 7.28 | 6.47 | 8.33 | 7.85 | 0.00 | 2.52 | 5.22 | 5.00 | 7.17 | 7.28 | 6.22 |
| Places of Worship | 64.70 | 65.31 | 59.40 | 41.67 | 58.49 | 71.43 | 72.24 | 65.21 | 65.50 | 64.66 | 65.50 | 61.15 |
| Restaurants | 71.56 | 70.35 | 79.56 | 91.67 | 80.15 | 92.86 | 73.04 | 72.94 | 72.32 | 71.53 | 70.34 | 76.97 |
| Sabes Jewish Comm. Center | 2.37 | 2.52 | 1.24 | 5.56 | 2.01 | 0.00 | 1.45 | 1.82 | 1.61 | 2.40 | 2.52 | 1.67 |
| All K-12 Schools | 49.61 | 49.38 | 56.59 | 44.44 | 46.23 | 42.86 | 47.64 | 46.61 | 48.58 | 49.65 | 49.35 | 50.76 |
| SWLRT Stations | 8.16 | 8.21 | 8.42 | 16.67 | 8.92 | 0.00 | 5.99 | 6.76 | 6.71 | 8.22 | 8.23 | 7.84 |
| All Transit Stops | 93.06 | 92.58 | 96.04 | 97.22 | 95.20 | 100.00 | 95.35 | 94.68 | 94.61 | 93.00 | 92.53 | 95.41 |

Table 19: Race/Ethnicity (0.5 Mile), Percent Change

| | Total Population | White | Black or African American | American Indian and Alaska Native | Asian | Native Hawaiian and Other Pacific Islander | Some Other Race | Two or More Races | Hispanic or Latino | Not Hispanic or Latino | Non-Hispanic White | All Minority Groups |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daycare Centers | 6.26 | 6.44 | 4.17 | 0.00 | 9.91 | 0.00 | 2.94 | 5.62 | 4.06 | 6.36 | 6.47 | 5.31 |
| Food Shelf | 0.00 | 0.00 | 0.00 | - | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Retail Stores | 1.37 | 1.47 | 0.83 | 0.00 | 1.11 | 0.00 | 1.49 | 0.82 | 1.19 | 1.38 | 1.49 | 0.92 |
| Grocery Stores | 0.75 | 0.77 | 0.31 | 0.00 | 0.33 | 0.00 | 2.75 | 0.63 | 1.48 | 0.72 | 0.76 | 0.73 |
| Hospitals | 2.24 | 2.77 | 0.05 | 0.00 | 0.51 | - | 0.11 | 1.04 | 0.41 | 2.33 | 2.85 | 0.34 |
| Lenox Community Center | 3.42 | 3.30 | 10.46 | - | 1.71 | - | 1.43 | 2.54 | 3.23 | 3.43 | 3.24 | 4.60 |
| St. Louis Park Library | 0.81 | 0.82 | 0.46 | 0.00 | 1.22 | - | 2.34 | 0.11 | 2.02 | 0.76 | 0.80 | 0.87 |
| Nursing Homes | 2.04 | 2.12 | 1.07 | 0.00 | 2.82 | 0.00 | 1.03 | 2.08 | 2.07 | 2.04 | 2.10 | 1.82 |
| Outpatient Care | 1.78 | 2.03 | 0.35 | 0.00 | 0.93 | 0.00 | 0.37 | 0.92 | 1.13 | 1.80 | 2.03 | 0.73 |
| Parks | 0.81 | 0.90 | 0.21 | 0.00 | 0.59 | 0.00 | 0.56 | 0.59 | 0.82 | 0.81 | 0.89 | 0.51 |
| Pharmacies | 1.87 | 2.07 | 0.74 | 0.00 | 1.28 | 0.00 | 1.29 | 1.08 | 1.71 | 1.88 | 2.06 | 1.12 |
| Physicians | 7.53 | 7.81 | 6.99 | 9.38 | 5.18 | - | 9.95 | 4.68 | 5.93 | 7.59 | 7.93 | 5.90 |
| The Rec Center | 0.56 | 0.61 | 0.00 | 0.00 | 0.47 | - | 0.00 | 0.67 | 0.06 | 0.58 | 0.63 | 0.23 |
| Places of Worship | 1.84 | 1.99 | 0.93 | 0.00 | 1.36 | 0.00 | 0.58 | 1.47 | 1.31 | 1.86 | 1.98 | 1.16 |
| Restaurants | 0.97 | 1.07 | 0.49 | 0.00 | 0.62 | 0.00 | 0.72 | 0.44 | 0.69 | 0.99 | 1.07 | 0.57 |
| Sabes Jewish Comm. Center | 44.26 | 44.75 | 50.58 | 0.00 | 55.18 | - | 20.41 | 33.53 | 76.38 | 43.49 | 43.62 | 48.69 |
| All K-12 Schools | 4.51 | 4.53 | 4.89 | 6.67 | 4.35 | 0.00 | 3.19 | 3.49 | 3.05 | 4.57 | 4.59 | 4.18 |
| SWLRT Stations | 0.77 | 0.79 | 0.23 | 0.00 | 0.16 | - | 2.85 | 1.76 | 1.89 | 0.73 | 0.78 | 0.74 |
| All Transit Stops | 0.77 | 0.76 | 1.05 | 0.00 | 0.47 | 0.00 | 1.22 | 0.76 | 1.46 | 0.74 | 0.73 | 0.94 |

*Sex (0.5 Mile)*

Table 20: Sex (0.5 Mile), Existing

| | Total Population | Male | Female |
|---|---|---|---|
| Daycare Centers | 32.52 | 31.88 | 33.09 |
| Food Shelf | 2.59 | 2.63 | 2.55 |
| Retail Stores | 28.18 | 27.07 | 29.19 |
| Grocery Stores | 38.44 | 37.73 | 39.10 |
| Hospitals | 8.77 | 8.87 | 8.68 |
| Lenox Community Center | 7.58 | 7.74 | 7.44 |
| St. Louis Park Library | 4.38 | 4.37 | 4.39 |
| Nursing Homes | 45.93 | 44.96 | 46.81 |
| Outpatient Care | 45.44 | 44.67 | 46.14 |
| Parks | 83.89 | 83.68 | 84.07 |
| Pharmacies | 37.02 | 36.35 | 37.63 |
| Physicians | 25.50 | 25.53 | 25.47 |
| The Rec Center | 7.04 | 6.59 | 7.45 |
| Places of Worship | 63.53 | 63.20 | 63.83 |
| Restaurants | 70.88 | 70.40 | 71.31 |
| Sabes Jewish Comm. Center | 1.64 | 1.56 | 1.71 |
| All K-12 Schools | 47.47 | 47.19 | 47.72 |
| SWLRT Stations | 8.10 | 7.75 | 8.41 |
| All Transit Stops | 92.35 | 92.20 | 92.49 |

Table 21: Sex (0.5 Mile), Planned

| | Total Population | Male | Female |
|---|---|---|---|
| Daycare Centers | 34.55 | 33.89 | 35.15 |
| Food Shelf | 2.59 | 2.63 | 2.55 |
| Retail Stores | 28.57 | 27.47 | 29.56 |
| Grocery Stores | 38.73 | 38.03 | 39.37 |
| Hospitals | 8.97 | 9.07 | 8.87 |
| Lenox Community Center | 7.84 | 8.02 | 7.68 |
| St. Louis Park Library | 4.42 | 4.41 | 4.43 |
| Nursing Homes | 46.87 | 45.88 | 47.76 |
| Outpatient Care | 46.24 | 45.44 | 46.98 |
| Parks | 84.57 | 84.36 | 84.76 |
| Pharmacies | 37.71 | 37.09 | 38.28 |
| Physicians | 27.42 | 27.34 | 27.49 |
| The Rec Center | 7.08 | 6.63 | 7.49 |
| Places of Worship | 64.70 | 64.41 | 64.96 |
| Restaurants | 71.56 | 71.11 | 71.98 |
| Sabes Jewish Comm. Center | 2.37 | 2.34 | 2.39 |
| All K-12 Schools | 49.61 | 49.27 | 49.92 |
| SWLRT Stations | 8.16 | 7.82 | 8.47 |
| All Transit Stops | 93.06 | 92.96 | 93.16 |

Table 22: Sex (0.5 Mile), Percent Change

| | Total Population | Male | Female |
|---|---|---|---|
| Daycare Centers | 6.26 | 6.30 | 6.22 |
| Food Shelf | 0.00 | 0.00 | 0.00 |
| Retail Stores | 1.37 | 1.47 | 1.29 |
| Grocery Stores | 0.75 | 0.81 | 0.70 |
| Hospitals | 2.24 | 2.25 | 2.24 |
| Lenox Community Center | 3.42 | 3.61 | 3.24 |
| St. Louis Park Library | 0.81 | 0.90 | 0.74 |
| Nursing Homes | 2.04 | 2.06 | 2.03 |
| Outpatient Care | 1.78 | 1.72 | 1.82 |
| Parks | 0.81 | 0.81 | 0.81 |
| Pharmacies | 1.87 | 2.03 | 1.73 |
| Physicians | 7.53 | 7.13 | 7.90 |
| The Rec Center | 0.56 | 0.65 | 0.49 |
| Places of Worship | 1.84 | 1.92 | 1.77 |
| Restaurants | 0.97 | 1.01 | 0.94 |
| Sabes Jewish Comm. Center | 44.26 | 49.83 | 39.61 |
| All K-12 Schools | 4.51 | 4.41 | 4.61 |
| SWLRT Stations | 0.77 | 0.89 | 0.67 |
| All Transit Stops | 0.77 | 0.83 | 0.72 |

*Age (0.5 Mile)*

Table 23: Age (0.5 Mile), Existing

| | Total Population | Under 5 | 5–9 | 10–14 | 15–17 | 18–24 | 25–44 | 45–64 | 65+ | Under 18 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Daycare Centers** | 32.52 | 32.12 | 30.82 | 31.42 | 29.62 | 32.77 | 31.31 | 30.79 | 40.67 | 31.25 |
| **Food Shelf** | 2.59 | 2.21 | 1.96 | 2.18 | 2.36 | 4.07 | 3.13 | 2.09 | 1.70 | 2.16 |
| **Retail Stores** | 28.18 | 22.81 | 20.69 | 20.68 | 23.24 | 34.43 | 30.20 | 23.91 | 35.66 | 21.78 |
| **Grocery Stores** | 38.44 | 36.03 | 35.16 | 35.18 | 33.52 | 38.23 | 37.31 | 36.24 | 50.30 | 35.24 |
| **Hospitals** | 8.77 | 10.13 | 8.99 | 7.10 | 6.02 | 9.03 | 10.36 | 7.76 | 6.42 | 8.52 |
| **Lenox Community Center** | 7.58 | 8.90 | 8.38 | 7.62 | 7.32 | 5.49 | 8.56 | 7.46 | 5.48 | 8.23 |
| **St. Louis Park Library** | 4.38 | 4.84 | 4.21 | 4.49 | 5.78 | 4.15 | 4.90 | 3.94 | 3.42 | 4.72 |
| **Nursing Homes** | 45.93 | 41.59 | 39.42 | 38.55 | 39.62 | 53.00 | 46.49 | 42.41 | 54.91 | 39.99 |
| **Outpatient Care** | 45.44 | 42.37 | 41.82 | 38.80 | 37.74 | 56.04 | 49.21 | 40.58 | 44.10 | 40.72 |
| **Parks** | 83.89 | 81.78 | 82.24 | 82.36 | 82.56 | 88.75 | 84.40 | 82.02 | 85.37 | 82.15 |
| **Pharmacies** | 37.02 | 35.43 | 32.94 | 31.07 | 32.46 | 41.11 | 37.71 | 33.11 | 45.09 | 33.29 |
| **Physicians** | 25.50 | 25.92 | 26.23 | 24.45 | 23.26 | 26.81 | 27.43 | 24.20 | 22.02 | 25.28 |
| **The Rec Center** | 7.04 | 4.66 | 5.21 | 4.07 | 4.85 | 7.47 | 7.92 | 5.47 | 10.55 | 4.69 |
| **Places of Worship** | 63.53 | 64.17 | 65.21 | 63.80 | 64.00 | 58.78 | 61.89 | 63.83 | 69.28 | 64.34 |
| **Restaurants** | 70.88 | 69.27 | 65.27 | 62.31 | 62.29 | 77.93 | 75.08 | 65.88 | 71.64 | 65.53 |
| **Sabes Jewish Comm. Center** | 1.64 | 0.75 | 0.56 | 1.45 | 1.37 | 1.39 | 1.83 | 1.94 | 1.68 | 0.95 |
| **All K-12 Schools** | 47.47 | 46.64 | 45.35 | 42.97 | 41.94 | 51.15 | 49.66 | 44.79 | 47.91 | 44.75 |
| **SWLRT Stations** | 8.10 | 5.23 | 5.17 | 4.47 | 4.13 | 14.62 | 10.65 | 5.80 | 5.80 | 4.87 |
| **All Transit Stops** | 92.35 | 91.95 | 89.93 | 89.38 | 90.03 | 94.19 | 93.91 | 90.83 | 92.27 | 90.51 |

Table 24: Age (0.5 Mile), Planned

| | Total Population | Under 5 | 5–9 | 10–14 | 15–17 | 18–24 | 25–44 | 45–64 | 65+ | Under 18 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Daycare Centers** | 34.55 | 34.26 | 33.34 | 33.73 | 31.79 | 34.17 | 33.36 | 33.02 | 42.35 | 33.54 |
| **Food Shelf** | 2.59 | 2.21 | 1.96 | 2.18 | 2.36 | 4.07 | 3.13 | 2.09 | 1.70 | 2.16 |
| **Retail Stores** | 28.57 | 23.15 | 21.07 | 21.01 | 23.69 | 34.74 | 30.61 | 24.36 | 35.95 | 22.14 |
| **Grocery Stores** | 38.73 | 36.31 | 35.50 | 35.65 | 33.89 | 38.36 | 37.62 | 36.53 | 50.54 | 35.60 |
| **Hospitals** | 8.97 | 10.28 | 9.29 | 7.44 | 6.34 | 9.10 | 10.50 | 8.01 | 6.67 | 8.78 |
| **Lenox Community Center** | 7.84 | 9.10 | 8.57 | 7.99 | 7.73 | 5.63 | 8.83 | 7.68 | 5.81 | 8.50 |
| **St. Louis Park Library** | 4.42 | 4.90 | 4.27 | 4.54 | 5.80 | 4.17 | 4.95 | 3.96 | 3.44 | 4.77 |
| **Nursing Homes** | 46.87 | 42.45 | 40.23 | 39.26 | 40.67 | 53.83 | 47.51 | 43.42 | 55.70 | 40.83 |
| **Outpatient Care** | 46.24 | 42.80 | 42.24 | 39.29 | 38.31 | 56.86 | 50.29 | 41.46 | 44.49 | 41.18 |
| **Parks** | 84.57 | 82.42 | 83.04 | 83.15 | 83.27 | 89.11 | 85.06 | 82.80 | 86.07 | 82.88 |
| **Pharmacies** | 37.71 | 36.24 | 33.84 | 32.11 | 33.29 | 41.54 | 38.39 | 33.82 | 45.65 | 34.18 |
| **Physicians** | 27.42 | 27.50 | 27.88 | 25.50 | 24.87 | 29.82 | 29.42 | 26.03 | 23.86 | 26.76 |
| **The Rec Center** | 7.08 | 4.71 | 5.31 | 4.14 | 4.95 | 7.48 | 7.95 | 5.51 | 10.60 | 4.76 |
| **Places of Worship** | 64.70 | 65.42 | 66.55 | 65.68 | 65.78 | 59.29 | 62.87 | 65.20 | 70.53 | 65.84 |
| **Restaurants** | 71.56 | 70.02 | 65.96 | 63.06 | 63.08 | 78.47 | 75.73 | 66.68 | 72.25 | 66.27 |
| **Sabes Jewish Comm. Center** | 2.37 | 1.48 | 1.20 | 2.64 | 2.60 | 2.11 | 2.33 | 2.87 | 2.44 | 1.84 |
| **All K-12 Schools** | 49.61 | 48.86 | 47.53 | 44.63 | 44.20 | 52.30 | 51.26 | 47.70 | 50.82 | 46.83 |
| **SWLRT Stations** | 8.16 | 5.27 | 5.21 | 4.49 | 4.16 | 14.68 | 10.72 | 5.87 | 5.85 | 4.91 |
| **All Transit Stops** | 93.06 | 92.82 | 90.81 | 90.44 | 90.62 | 94.89 | 94.67 | 91.44 | 92.85 | 91.39 |

Table 25: Age (0.5 Mile), Percent Change

| | Total Population | Under 5 | 5–9 | 10–14 | 15–17 | 18–24 | 25–44 | 45–64 | 65+ | Under 18 |
|---|---|---|---|---|---|---|---|---|---|---|
| Daycare Centers | 6.26 | 6.64 | 8.17 | 7.37 | 7.33 | 4.26 | 6.53 | 7.23 | 4.13 | 7.32 |
| Food Shelf | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Retail Stores | 1.37 | 1.47 | 1.86 | 1.60 | 1.94 | 0.90 | 1.35 | 1.90 | 0.81 | 1.67 |
| Grocery Stores | 0.75 | 0.78 | 0.98 | 1.34 | 1.09 | 0.35 | 0.82 | 0.79 | 0.48 | 1.01 |
| Hospitals | 2.24 | 1.41 | 3.36 | 4.75 | 5.26 | 0.76 | 1.31 | 3.30 | 3.89 | 3.02 |
| Lenox Community Center | 3.42 | 2.33 | 2.32 | 4.88 | 5.66 | 2.68 | 3.25 | 2.93 | 6.08 | 3.31 |
| St. Louis Park Library | 0.81 | 1.25 | 1.38 | 1.07 | 0.47 | 0.48 | 0.94 | 0.52 | 0.61 | 1.11 |
| Nursing Homes | 2.04 | 2.08 | 2.04 | 1.85 | 2.65 | 1.57 | 2.20 | 2.38 | 1.43 | 2.09 |
| Outpatient Care | 1.78 | 1.01 | 1.00 | 1.25 | 1.50 | 1.47 | 2.20 | 2.18 | 0.87 | 1.13 |
| Parks | 0.81 | 0.79 | 0.97 | 0.96 | 0.86 | 0.40 | 0.79 | 0.95 | 0.81 | 0.89 |
| Pharmacies | 1.87 | 2.28 | 2.75 | 3.34 | 2.55 | 1.05 | 1.80 | 2.15 | 1.25 | 2.68 |
| Physicians | 7.53 | 6.12 | 6.29 | 4.29 | 6.91 | 11.20 | 7.27 | 7.57 | 8.38 | 5.84 |
| The Rec Center | 0.56 | 0.90 | 1.74 | 1.76 | 1.86 | 0.21 | 0.29 | 0.81 | 0.46 | 1.47 |
| Places of Worship | 1.84 | 1.95 | 2.06 | 2.95 | 2.79 | 0.86 | 1.59 | 2.15 | 1.81 | 2.33 |
| Restaurants | 0.97 | 1.08 | 1.06 | 1.20 | 1.26 | 0.70 | 0.87 | 1.22 | 0.85 | 1.13 |
| Sabes Jewish Comm. Center | 44.26 | 98.08 | 115.11 | 82.49 | 89.43 | 51.64 | 27.09 | 48.06 | 45.22 | 93.33 |
| All K-12 Schools | 4.51 | 4.76 | 4.81 | 3.87 | 5.38 | 2.25 | 3.23 | 6.50 | 6.07 | 4.65 |
| SWLRT Stations | 0.77 | 0.79 | 0.80 | 0.53 | 0.73 | 0.39 | 0.73 | 1.20 | 0.85 | 0.72 |
| All Transit Stops | 0.77 | 0.95 | 0.97 | 1.19 | 0.65 | 0.74 | 0.80 | 0.67 | 0.62 | 0.97 |